

Appendices

Appendix A Counties

SR 299 passes through the following five Counties:

Humboldt County

Humboldt County is located in northwestern California with the Pacific Ocean serving as the western boundary. The recorded County population is 126,518* and the County Seat is Eureka. The county covers 3,572 square miles of land, 28% of which is State and federally owned.

Major Highways are US 101, State Routes 36, 96, 169 and 299. State Highways are 14% of maintained mileage in the County, but account for 58% of Daily Vehicle Miles of Travel (DVMT).



Trinity County

Trinity County is located in lower reaches of the Cascade Range in California and includes the 500,000-acre Trinity Alps Wilderness Area and the Trinity Lake, third largest lake in California. The recorded County population is 13,022* and the County Seat is Weaverville. The County encompasses approximately 3,191 square miles of land, 72% of which are State and federally owned.

Trinity County has three major highways, SR 299 that traverses the county in an east-west direction; SR 36 parallels to the south, while SR 3 runs north south connecting the two routes. State Highways are 10% of maintained mileage in the County, but account for 60% of DVMT.



Shasta County

Shasta County is located in the extreme north end of the Sacramento Valley. This county is home to the state's largest lake (Lake Shasta) and also Whiskeytown National Recreation area. The recorded County population is 163,256* and the County Seat is Redding. The county has 3,785 square miles of land, approximately 40% of which is public lands.

The county has seven major highways; State Route 299, SR 44 and SR 36 traverse east west. Interstate 5, and State Routes 89, 151 and 273 run north south. Highways are 12% of maintained mileage in the County, but account for 56% of DVMT.



Lassen County

Lassen County is located in the northeastern region of California and includes the Lassen Volcanic National Park, Caribou Wilderness and the Mountain Meadows Reservoir. The recorded County population is 33,828* and the County Seat is Susanville. The Nevada State Line borders the east side of the county. Lassen County has approximately 4,547 square miles of land, of which 63% consists of public lands managed by federal, state or other governmental agencies.

The County has five major Highways, State Routes 44, 36 & 299 running east west, and US 395 and SR 139 run north south. State Highways are 19% of maintained mileage in the County, but account for 48% of DVMT.



Modoc County

Modoc County is located in the extreme northeast corner of California. The Nevada State line is on the east. The recorded County population is 9499* and the County Seat is Alturas. Modoc County has approximately 4,200 square miles of land.

The County has 3 major highways. SR 299 traverses in a northerly direction from the Lassen County line in the southwest portion of the county, and continues eastward through the middle of the county to the Nevada State line. SR 139 extends from the northwest corner of the county and connects to the eastern portion of SR 299. US 395 extends north south from Lassen County line to the Oregon State line. State Highways are 12% of maintained mileage in the County, but account for 49% DVMT



* U.S. Census Bureau - 2000 Census

Appendix B Major Historical Improvements made to the Route

1896 – The California Bureau of Highways proposed a State Highway System. See figure below



The following general timeline presents of some of the major historical improvements to the route prior to 1970. More recent improvements are listed in the “Fact Sheets”.

Most of this information was collected from issues of the California Highways and Public Works publication.

Improvements West of Redding

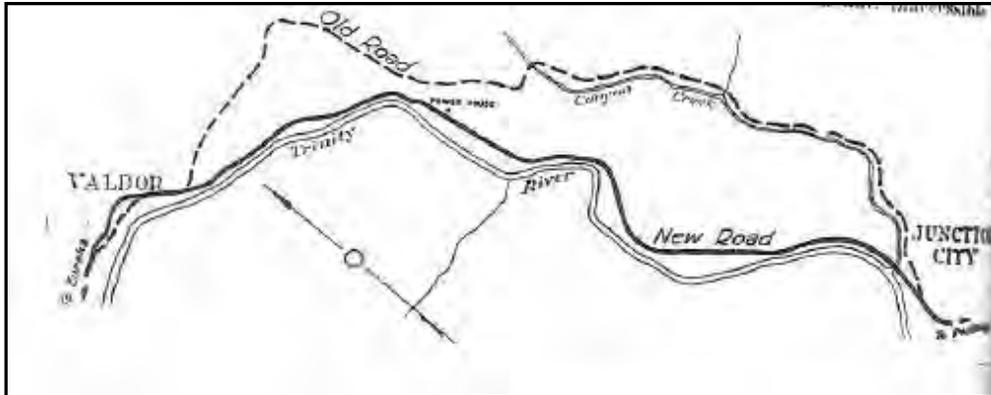
1870 - Old pack trail widened for wheel traffic near Whiskeytown Lake. This location taken into the State Highway system in 1909, but the first improvement was not performed until 1919, which graded the roadway and provided a 20 ft width surface to accommodate lumber shipments from Trinity County.

1909 - Route 20, from Weaverville to Redding added to the State Highway System.

1915- Route 20, from Route 101 to Weaverville added to the State Highway System.

1919 to 1924 -Work performed to connect a 40 mile gap between Salyer and Helena along the Trinity River Canyon which was previously only accessible by pack train.

1930 - Relocation of SR 20 in the vicinity of Junction City. Work west of Junction City included approximately 5 miles of new alignment which eliminated one of the narrowest and most dangerous stretches on the entire route. See figure below.



1939- Highway was cut through Oregon Mountain in Trinity County. See Figure below.



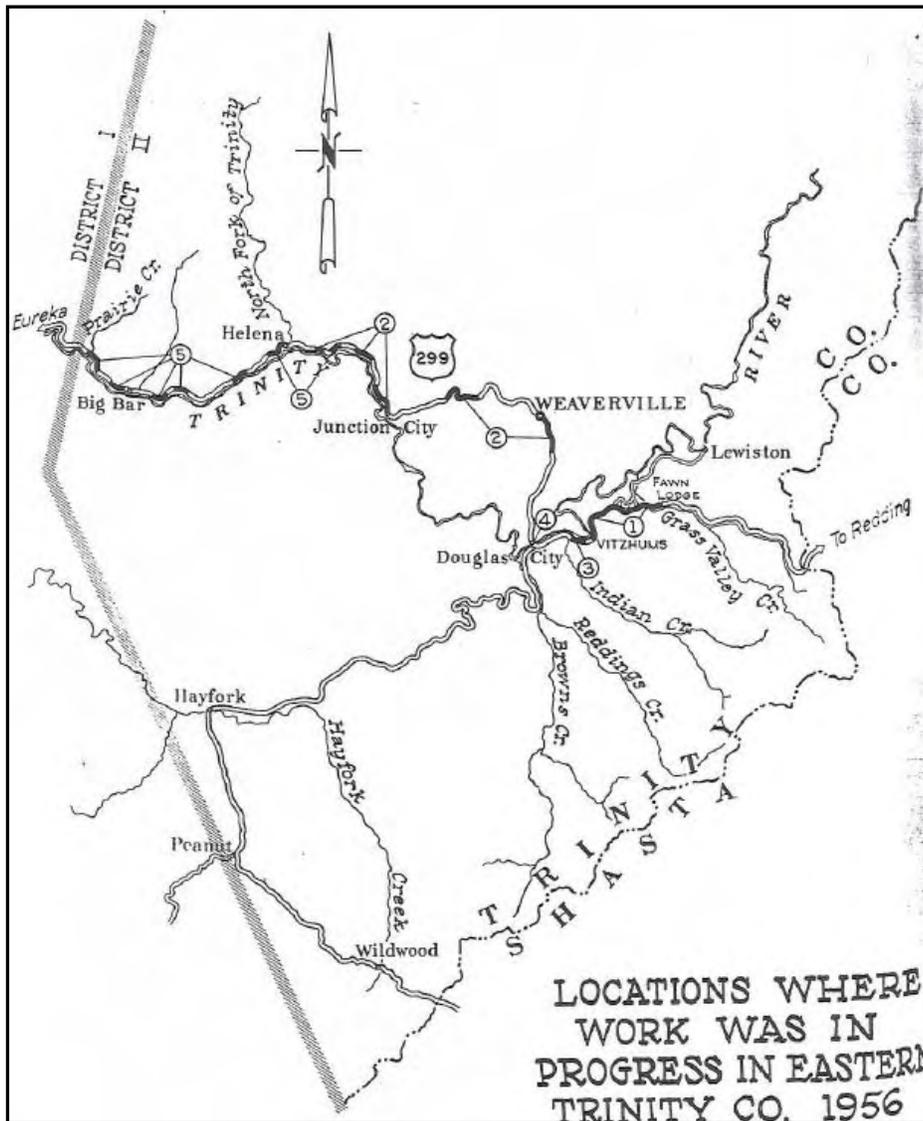
1941 – Protection measures were implemented to prevent severe damage to portions of the highway adjacent to the Trinity River for several miles east of Douglas City.

1942- After completing construction between Weaverville and Prairie Creek, a standard road was started between Cedar Flat and Salyer which is a very rugged part of the canyon.

1945-1948 -The 12 mile graded and oiled road was completed between Burnt Ranch to Salyer.

1946- Shasta-Schilling Highway project between Whiskeytown and the community of Shasta straightened the heavily curved stretch of roadway. The work also included a 2 mile section over the Shasta Divide.

1950-1957 the entire section of between Weaverville and Douglas City was reconstructed as US 299 to 2-lane standards applicable at the time of construction, which included Main Street in Weaverville. See figure below.



1953- Constructed 2.34 miles of road on US 299-W along Weaver Creek, four miles south of Weaverville to Douglas City. The work included placement of a new Weaver Creek Bridge 700 feet above of where a span of the old bridge was lost due to winter flood damage.

1958- New alignment completed 0.2 miles west of Douglas City that was 0.3 miles in length.

1960 & 1961 - Whiskey Creek Bridge built and 5 miles of US 299 relocated to accommodate impacts from Whiskeytown Dam and Whiskeytown Lake.

1965 – Major effort to re-open 49 miles of US 299 East of Willow Creek that was closed by damage caused by major flooding that caused numerous slides. The work included construction of 3 bridges.

Improvements in Redding

1956-Eureka Way a 1.5 mile section west of the Pacific overhead was widened and paved.

Eureka Way Historical Photo:



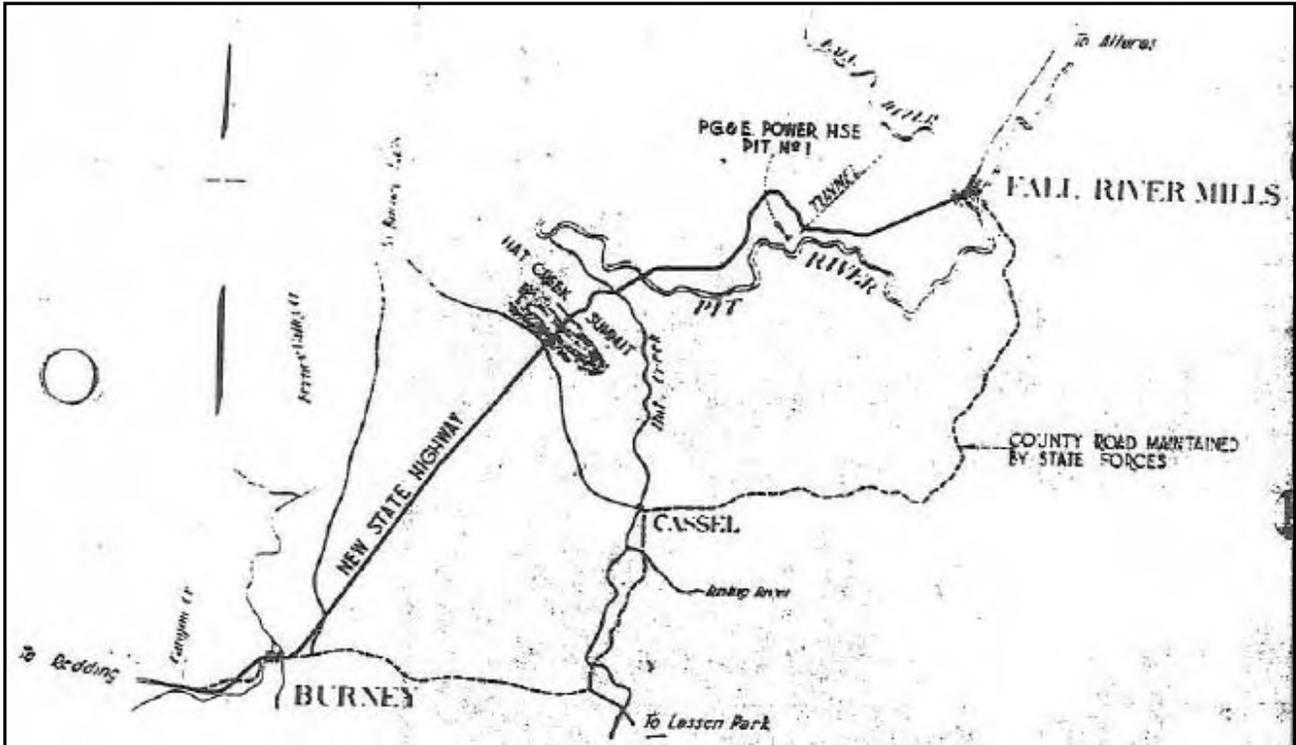
Eureka Way Present Day Photo



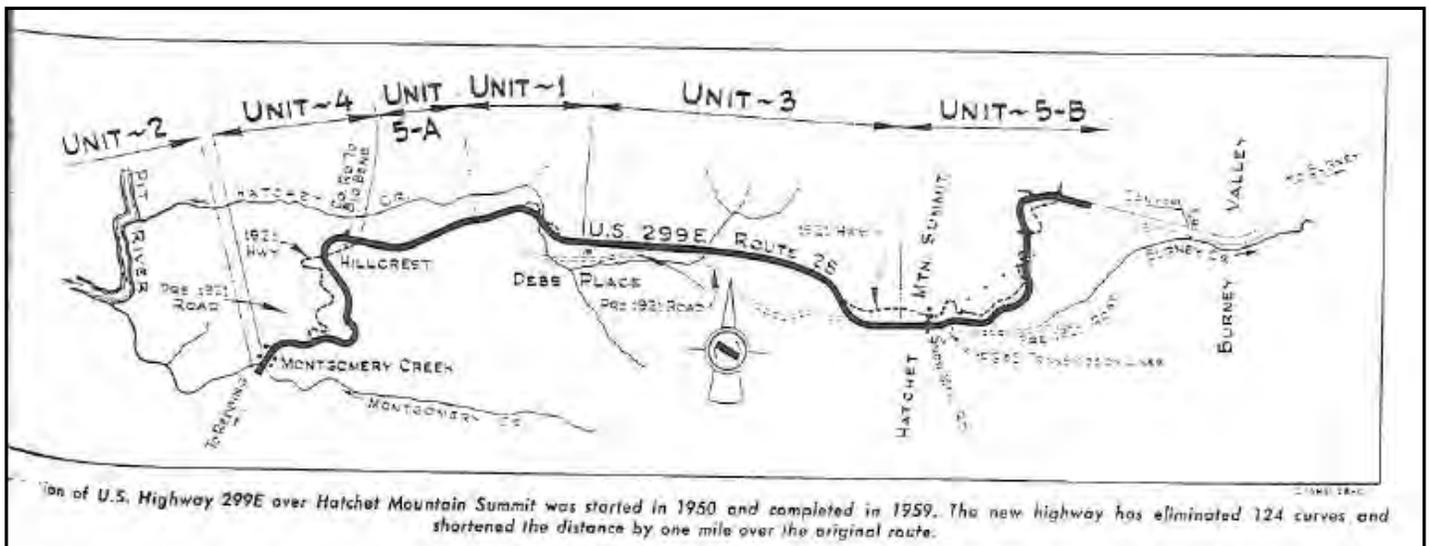
Improvements East of Redding

Shasta County

1934 – Project improved the section of highway between Burney and Fall River Mills along the Redding-Alturas State highway (Redding-Alturas Lateral). The project realigned the route replacing approximately 32 miles with a straighter and shorter 17 mile section. This new stretch included a 7.5 mile stretch of road east of Burney with only one curve. See Figure below.



1950-1959 - The final unit of U.S Highway 299E was completed between Montgomery Creek and Burney Valley in Shasta County which passes over Hatchet Mountain Summit. The new highway eliminated 124 curves and shortened the distance of the original route by one mile. See Figure below.



Lassen County

1925 Constructed 6 bridges; five over the Pit River Overflow and a fifth over the Pit River between the communities of Bieber and Nubieber. 1928 built the Bieber Creek Bridge, 1929 added the Willow Creek Bridge and in 1931 the Raines Creek Bridge.

1938 Many lakes and reservoirs threatened by water run-off during the winter of 1937-1938 in areas along SR 299 in Lassen County. Several emergency efforts were taken to prevent flooding along the Pit River and in the communities of Nubieber and Bieber.

Modoc County

1860's Surprise Valley was settled for raising livestock and farming the rich soils. Cedarville was the largest community; the existing road over the Warner Mountains was located 15 miles north and was little more than a trail. Residents pursued a request to have the road relocated and improved through the local government, but the request was declined. In response community members built a road over the Cedar Pass in 1869 with their own resources and maintained it themselves for several years. The Bonner Grade historical monument commemorates John Bonner who was one of the leaders in building the road.

1905 – Portions of Cedar Pass were reconstructed. State of California partnered with Modoc County and built projects near the summit to eliminate sharp curves and reduce steep grades.

1915 - Alturas to Nevada State Line added as Route 28 to the State Highway System.

1921, 1924, 1936- additional improvements were made on Cedar Pass.

1938 Many lakes and reservoirs threatened by water run-off during the winter of 1937-1938 in areas along SR 299 in Modoc County. Several emergency efforts were taken to prevent flooding along the Pit River and in the communities of Canby and Alturas.

1947- Improved highway along the west side of Surprise Valley to improve the ability to transport grain, hay, alfalfa seed and livestock. The work included paving a 20 ft width through Cedarville with curb and gutter.

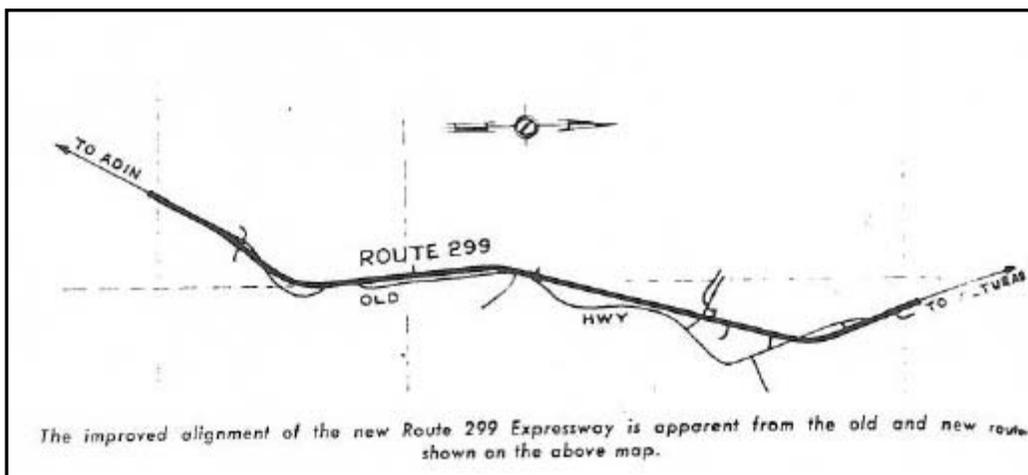
1949 and 1950- Additional improvements were made on Cedar Pass.

1951 - The Bonner grade improvement project eliminated steep grade and several curves over the Cedar Pass.

1957 - 7.9 miles of State Route 28 East of Alturas between Alturas and Cedarville was paved.

1959 - SR 299 extended east of US 395 beyond Alturas to the Nevada State Line.

1964- 3.3 miles of 2-lane expressway completed through Rush Creek Canyon near Adin. This was the final step in providing a 40 mile stretch between Adin and Alturas. This portion replaced an old road constructed in 1925 by the U.S. Bureau of Public Roads. See Figure below:



Appendix C

California Historical Landmarks on STATE ROUTE 299

CALIFORNIA HISTORICAL LANDMARKS

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have been determined to have statewide historical significance.

Sites below are presented west to east.

NO. 778 LA GRANGE MINE (HYDRAULIC) - This mine, originally known as the Oregon Mountain Group of Claims, first operated about 1862. In 1892 the mine was purchased by the La Grange Hydraulic Gold Mining Company, which brought water from Stuart's Fork through 29 miles of ditch, tunnels, and flume to deliver it to the mine pit under a 650-foot head. Over 100,000,000 yards of gravel were processed to produce \$3,500,000 in gold. Large-scale operations ceased in 1918.

Location: State Route 299 (TRI P.M. 47.8), 4 mi W of Weaverville.

NO. 709 WEAVERVILLE JOSS HOUSE - Hundreds of Chinese miners came to the Weaverville area in the 1850s and prospered despite hardships, discrimination, and tax on foreign miners. The first house of worship burned in 1873, the Chinese continued their religious traditions in the present temple, dedicated April 18, 1874. Moon Lim Lee, trustee and grandson of one of its contributors, gift-deeded the 'Temple Amongst the Forest Beneath the Clouds' to the State.

Location: SW corner of State Route 299 and Oregon St, Weaverville.

NO. 131 WHISKEYTOWN - Settled by gold miners in 1849, the town was first called Whiskey Creek for the stream on which it was located, but later the name was changed to Whiskeytown. A barrel of whiskey lost off a pack mule christened the stream with the popular drink of that day. The town is inundated by Whiskeytown Reservoir.

Location: Intersection of Whiskey Creek Rd and State Route 299, 11.3 mi W of Redding on Hwy 299.

NO. 377 PIONEER BABY'S GRAVE - Charles, infant son of George and Helena Cohn Brownstein of Red Bluff, died December 14, 1864. He was buried near land established by the Shasta Hebrew Congregation as a Jewish cemetery in 1857, one of the earliest such cemeteries in the region. Since there was no Jewish burial ground in Red Bluff, Charles' parents made the arduous journey to Shasta to lay their baby to rest. Concern for the fate of the grave led to the rerouting of State Route 299 in 1923.

Location: 0.75 mi W of Shasta on State Route 299.

NO. 77 OLD TOWN OF SHASTA - Founded in 1849 as Reading's Springs, the town was named Shasta June 8, 1850. It was the second county seat for Shasta County, 1851-1888, and the metropolis of northern California during the 1850s. Here, until 1861, the road ended and the Oregon pack trail began. It is the home of the Western Star Lodge No. 2, F. & A.M., whose charter was brought across the plains in the Peter Lassen party of 1848. In 1851, Dr. Benjamin Shurtleff, pioneer physician and Shasta's first and only alcalde, built his home. The Shasta Courier was founded in 1851. The entire business section of Shasta was destroyed by fire in 1853.

Location: Shasta State Historic Park, State Route 299, NW corner of Main Stand Trinity Alley, Shasta.

NO. 555 LOCKHART FERRY - Established by Samuel Lockhart in 1856 as a link in the first wagon road from Yreka to Red Bluff, the Lockhart Ferry crossed below the confluence of the Fall and Pit Rivers near this spot. After a massacre in December 1856, the ferry was reestablished in 1857 below Fall River Falls.

Location: On State Route 299 (SHA P.M. 91.3), NW of Long St, 0.3 mi W of Fall River Mills.

NO. 759 SITE OF FIRST SCHOOL IN FALL RIVER VALLEY - In 1868, the first school in Fall River Valley was built near this spot. The windowless building was of log construction and measured 20 feet by 30 feet. About 1870 the first sawmill in the valley was built at Dana, and lumber was obtained to put a floor in the schoolhouse and build school desks.

Location: On State Route 299 (SHA P.M. 99.0), 0.4 mi W of Lassen Co line, 3.6 mi E of McArthur.

NO. 111 OLD EMIGRANT TRAIL - Near the present Pit River-Happy Camp Road this old pioneer trail, part of one of the earliest roads in northeastern California, is still easily traced. Trees eight to ten inches in diameter are growing in the old road bed.

Location: 5.0 mi NW of Co Rd 84, 9.3 mi NW of Canby.

NO. 15 BONNER GRADE - The first road from Cedarville to Alturas followed the course of the present highway over Warner Mountains from Surprise Valley. It was named in honor of John H. Bonner, who was instrumental in securing the construction of the road over Bonner Grade in 1869.

Location: Cedar Pass, State Route 299 (MOD P.M. 51.3), 6.2 mi W of Cedarville.

NO. 14 CRESSLER AND BONNER TRADING POST, 1865 - Cressler and Bonner started the first mercantile establishment in Modoc County here, in the first building erected in the town of Cedarville. They carried on a thriving business with emigrants en route to California and Oregon, and later with Surprise Valley settlers.

Location: Cedarville Park, Center St between Bonner and Townsend Sts, Cedarville.

Source: Office of Historic Preservation website: http://ohp.parks.ca.gov/?page_id=21387

**Appendix D
Projects to Bring State Route 299 to STAA Standard**

Projects Completed		
County	Location	Description
Trinity	PM 36.15/36.3	Pigeon Point Safety Project - Widen Westbound Lane
Trinity	PM 47.1	Move Portions of Guardrail and Widen All Lanes
Trinity	PM 47.4	Restripe Existing Surface
Shasta	Eureka and Market	Restripe Through intersection, install signs
Shasta	Eureka and Market	Reconstruct sidewalk, widen lane for additional Turn Movement
Shasta	Market and Tehama	Modify Island, Restripe and Install Signs
Shasta	Shasta and Pine	Restripe Through Intersection, Install Signs
Shasta	Pine and Eureka	Restripe Through Intersection, Install Signs
Shasta	Market and Lake Blvd.	Sign Westbound Lake Blvd for Truck Turning Lane
Shasta	I-5 NB off ramp	Sign NB I-5 for Truck Turn Lane
Projects In Progress		
County	Location	Description
Trinity	PM 2.4	Salyer Safety Project (Construction 2009)
Trinity	PM 38.8	Horseshoe Curve Safety Project (Construction 2009)
Future Projects Needed		
County	Location	Description
Major projects		
Trinity/Shasta	77.0/ 7.6	Buckhorn Grade Improvement Project
Minor projects		
Trinity	PM 0.7	Widen eastbound Lane
Trinity	PM 12.5	Widen/Restripe Existing Surface
Trinity	PM 36.15 and 36.3	Pigeon Point Safety Project
Trinity	PM 36.6	Widen Both Lanes
Trinity	PM 46.1	Widen Both Lanes
Note: No STAA Barriers in District 1, Humboldt County		
Sources: 2000 STAA Truck Study State Route 299W, District 2 District 2 Work Plan Status 5-22-2009		

Buckhorn Grade			
Projects Needed on SHA SR 299			
Year	Name and Location of Projects	Before Project	After Project
2008	N/A	57	57
2009	Top of Buckhorn (PM 0.0-0.6), Bottom of Buckhorn (PM 5.5-5.8), and Yankee Gulch (PM 6.8-7.6)	57	47
2011	Middle of Buckhorn (PM 3.0-4.3)	47	34
2012	Two Gulches (PM 4.3-5.5)	34	26
TBD	Various	26	0
Note: If the entire Buckhorn Grade Improvement project is not built all at once, a series of smaller projects that focus on segments of Buckhorn Grade may be implemented to remove STAA barriers. It is the goal that each of these segments would be designed to conform to the preferred alternative alignment of the Buckhorn Grade Improvement project. However, if funding becomes constrained these phased segments may have to conform to less than the proposed project scope, which would still address the safety concerns identified on this route.			

Appendix E

Environmental Features

Flood plains:

Portions of the corridor are near or adjacent to floodplains mapped by the Federal Emergency Management agency (FEMA). When projects are planned within close proximity of these zones, potential hydraulic impacts will need to be considered.

- **Humboldt County**
 - SR 299 passes adjacent to and crosses a mapped flood zone along the Mad River.
- **Trinity County**
 - SR 299 is near mapped flood zones of the Trinity River and Weaver Creek.
- **Shasta County**
 - SR 299 passing over Boulder Creek.
 - SR 299 passing over Churn Creek (PM 25.71).
 - SR 299 passing over Stillwater Creek (PM 27.94), Lemm Creek (PM 32.25), Salt Creek (PM 34.56) and adjacent to Burney Creek (PM 73.0-73.1).
 - SR 299 passing over Burney Creek (PMs 74.8-74.9) and Burney Creek West Branch (PMs 75.0 to 75.3).
 - SR 299 passing over Fall River (PMs 91.3-91.47).
- **Lassen County**
 - SR 299 passing through Nubieber, and just west of Bieber, also where SR 299 passes over Big Valley Canal and Hot Springs Slough (LAS PM 19.5-19.85).
- **Modoc County**
 - SR 299 passing near Ash Creek (PMs 2.1-2.7) and where SR 299 passes over Rush Creek (PM 6.32-6.4) and PMs 21.3-21.81 where SR 299 is in close proximity to the Pit River.
 - SR 299 between PMs 21.81-22.8 where SR 299 is in close proximity to the Pit River, near PMs 27.35 - 27.43 where it passes near Cloverswale Creek, and PMs 37.16 and 37.8 (Rock Creek and Rattlesnake Creek respectively).
 - SR 299 crosses the Middle Alkali Lake area (PMs 59.5-60.93).

Special Designation:

- State Scenic Highway: HUM PM 0.0 to 38.8, TRI PM 51.6 to 72.25, SHA PM 0.0 to 25.9 and 80.1 to 99.36. Other portions eligible to be designated as State Scenic Highway: LAS PM 0.0 to 25.63 and MOD PM 0.0 to 21.8.
- Trinity River Scenic Byway: HUM PM 0.0 to 43.04, SHA 0.0 to PM 18.5.
- USFS Scenic Byway: HUM PM 0.0 to 43.04, TRI 0.0 to 72.25, SHA 0.0 to west of Whiskeytown Lake.
- The section of State Route 299 just west of Canby to Cedarville (MOD PMs 21.81 to 57.35) is identified as National Scenic Byway

Tribal Lands:

- Native American Tribal and Ancestral Lands are listed on the segment fact sheets where such lands are located near the corridor. See Appendix J for detailed information on each Tribe.

Air Quality:

- Currently Humboldt, Trinity, Shasta, Lassen and Modoc Counties are all currently classified as attainment areas with respect to all National Ambient Air Quality Standards (NAAQS).

Sensitive Species:

All projects within the corridor must be evaluated at project initiation stage to determine the potential to impact or affect biological resources, including any endangered or threatened species that may be affected. The Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA) are the Federal and State laws to enforce protection of threatened and endangered species. Sensitive species and or their habitat may be found in the corridor vicinity. Where a Special Status Species or their habitats are present and have potential to be impacted, appropriate mitigation measures are required be implemented or avoidance alternatives identified and included with the project features.

Some general information can found on the Department of Fish and Game website - Biogeographic Data Branch. <http://www.dfg.ca.gov/biogeodata/>. These data bases can be used to identify sensitive species that may potentially be found, but the data does not replace the need to conduct field work when necessary or perform other methods of identification as required by law.

**Appendix F
Bridges and Structures on State Route 299**

Bridge Name	District	CO	Prefix	PM	Year Built	Length*	Deck Width*	Br No
ROUTE 299/101SEPARATION	1	HUM		0.01	1956	47.2	10.1	04 0161
GUINTOLI LANE OC	1	HUM		0.72	1969	48.8	12.8	04 0231
MAD RIVER	1	HUM	R	1.55	1948	157.9	12.6	04 0036R
MAD RIVER	1	HUM	R	1.56	1965	157.9	11.7	04 0036L
ROUTE 200.299 SEPARATION	1	HUM	R	1.8	1965	65.2	10.6	04 0184
ESSEX LANE UC	1	HUM	R	2.92	1965	38.4	27.0	04 0185
LINDSAY CREEK	1	HUM	R	3.50	1965	64.0	27.0	04 0187
GLENDALE DRIVE UC	1	HUM	R	3.78	1965	50.0	27.0	04 0186
GLENDALE UC (RAMP RD)	1	HUM	R	4.04	1965	36.3	27.0	04 0191
MILL CREEK	1	HUM	R	4.21	1965	35.4	28.7	04 0188
BLUE LAKE OH	1	HUM	R	5.29	1965	45.1	30.5	04 0189
BLUE LAKE UC	1	HUM	R	5.45	1970	36.6	27.0	04 0193
NORTH FORK MAD RIVER	1	HUM	R	11.02	1969	128.6	13.3	04 0194
REDWOOD CREEK	1	HUM	R	22.33	1965	205.4	10.4	04 0042
EAST FORK WILLOW CREEK	1	HUM		33.21	1956	36.6	13.0	04 0115
WILLOW CREEK	1	HUM		34.56	1955	49.4	13.0	04 0162
WILLOW CREEK	1	HUM		35.55	1966	64.0	13.1	04 0163
MARTINS BLUFF SIDEHILL VIADUCT	1	HUM	R	42.30	1966	29.6	5.5	04 0217
SOUTH FORK TRINITY RIVER	1	HUM		42.95	1988	133.2	12.0	04 0050
TRINITY RIVER	2	TRI	R	3.16	1990	198.1	12.1	05 0081
TRINITY RIVER	2	TRI	R	3.44	1991	147.8	12.1	05 0082
PONY BAR CREEK	2	TRI		5.94	1966	51.2	10.4	05 0043
GRAY CREEK	2	TRI		6.33	1966	68.6	10.4	05 0044
TRINITY RIVER	2	TRI		13.87	1985	161.5	12	05 0006
BIG FRENCH CREEK	2	TRI		23.29	1952	30.5	9.2	05 0008
MANZANITA CREEK	2	TRI		28.99	1923	16.2	10.6	05 0009
NORTH FORK TRINITY RIVER	2	TRI		36.89	1984	68.6	12	05 0011
CANYON CREEK	2	TRI		43.36	1966	64.6	10.4	05 0012
EAST WEAVER CREEK	2	TRI		52.13	1962	26.7	16.8	05 0015
LITTLE BROWNS CREEK	2	TRI		54.54	1999	18.3	15.7	05 0086
WEAVER CREEK	2	TRI		56.5	1953	66.4	9.9	05 0045
TRINITY RIVER	2	TRI		R58	1980	249	13.3	05 0018
INDIAN CREEK	2	TRI		59.68	1974	41.1	13	05 0019
GRASS VALLEY CREEK	2	TRI		65.45	1963	107.3	10.6	05 0013
GRASS VALLEY CREEK	2	TRI		65.8	1962	173.1	10.7	05 0010
CLEAR CREEK	2	SHA		8.73	1988	62.8	13.2	06 0036
WHISKEY CREEK	2	SHA		14.17	1961	266.7	10.4	06 0096
REDDING OH	2	SHA		23.91	1958	67.7	20.1	06 0035
ROUTE 5/299 SEPARATION	2	SHA		24.82	1965	59.4	12.7	06 0129L
ROUTE 5/299 SEPARATION	2	SHA		24.82	1965	59.4	12.7	06 0129R
HAWLEY ROAD UC	2	SHA		25.54	1974	44.5	12.5	06 0177L
HAWLEY ROAD UC	2	SHA		25.54	1974	44.5	12.5	06 0177R

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Bridges and Structures on State Route 299**

Bridge Name	District	CO	Prefix	PM	Year Built	Length*	Deck Width*	Br No
CHURN CREEK	2	SHA		25.71	1974	48.2	17.7	06 0043L
CHURN CREEK	2	SHA		25.71	1965	34.4	17.7	06 0043R
OLD OREGON TRAIL UC	2	SHA		27.22	1974	45.1	12.5	06 0178L
OLD OREGON TRAIL UC	2	SHA		27.22	1974	45.1	12.5	06 0178R
WEST FORK STILLWATER CREEK	2	SHA		27.28	1966	7.9	0	06 0169
STILLWATER CREEK	2	SHA		27.94	1992	62.2	13.1	06 0044
DRY CREEK	2	SHA		31.50	1968	30.2	16.9	06 0046
LEMM CREEK	2	SHA		32.25	1933	10.1	12.3	06 0102
SALT CREEK	2	SHA		34.56	1968	49.4	10.4	06 0049
CEDAR CREEK (WEST)	2	SHA		48.18	2000	134.5	13.1	06 0201
CEDAR CREEK (EAST)	2	SHA		48.39	2000	139	13.1	06 0202
MONTGOMERY CREEK	2	SHA		56.74	1953	23.8	18.7	06 0058
LITTLE HATCHET CREEK	2	SHA		64.99	1955	6.7	0	06 0060
BURNEY CREEK	2	SHA		74.85	1949	32.9	25.2	06 0062
WEST BRANCH BURNEY CREEK	2	SHA		75.06	1949	12.3	27.4	06 0063
HAT CREEK	2	SHA		84.02	1933	35.4	13.3	06 0066
PIT RIVER	2	SHA		84.48	1933	220.1	13.2	06 0067
FALL RIVER	2	SHA		91.39	1933	35.4	16.9	06 0068
RAINES CREEK	2	LAS		2.45	1931	15.1	24.8	07 0049
NUBIEBER OVERHEAD	2	LAS		11.89	1977	35.4	12	07 0027
PIT RIVER OVERFLOW	2	LAS		12.27	1925	18.9	13.3	07 0002
PIT RIVER OVERFLOW	2	LAS		12.82	1925	64.6	13.3	07 0003
PIT RIVER OVERFLOW	2	LAS		13.12	1925	37.2	13.3	07 0004
PIT RIVER OVERFLOW	2	LAS		13.4	1925	55.5	13.3	07 0005
PIT RIVER OVERFLOW	2	LAS		13.61	1925	119.5	13.3	07 0006
PIT RIVER	2	LAS		14.06	1925	64.6	13.3	07 0007
BIEBER CREEK	2	LAS		19.83	1928	7.7	24.9	07 0050
WILLOW CREEK	2	LAS		24.01	1929	25.3	24.6	07 0051
BUTTE CREEK	2	MOD		0.51	1929	14.6	13	03 0001
DRY CREEK	2	MOD		0.93	1929	10.3	11	03 0012
ASH CREEK	2	MOD		1.02	1929	39.6	12.8	03 0002
NORTH FORK ASH CREEK	2	MOD		3.38	1923	7.3	11	03 0026
RUSH CREEK	2	MOD		6.32	1964	42.7	10.7	03 0003
RUSH CREEK	2	MOD		6.32	1923	16.8	7.3	03 0003Z
RUSH CREEK	2	MOD		8.07	1964	30.5	10.7	03 0004
PIT RIVER	2	MOD		17.95	1962	93	10.6	03 0005
CALDWELL CREEK	2	MOD		23.34	1920	8.2	16.5	03 0028
WEST BRANCH CLOVERSWALE CREEK	2	MOD		27.35	1920	7.3	0	03 0029
CLOVERSWALE CREEK	2	MOD		27.43	1991	25.6	13.3	03 0006
ROCK CREEK	2	MOD		37.16	1937	9.4	0	03 0007
RATTLESNAKE CREEK	2	MOD		37.8	1980	21.9	13.3	03 0008

*Length and Width reported in Meters.

Appendix G
Existing Intelligent Transportation Systems (ITS)

County	Route	Post Mile	Type	Location
HUM	299	1.68	EMS	East end of Mad River Bridge
HUM	299	28.7	RWIS	Berry Summit
TRI	299	48.12	RWIS	Oregon Mountain
TRI	299	48.12	CCTV	Oregon Mountain
TRI	299	48.10	HAR FLASHER	Oregon Mountain
TRI	299	51.20	HAR	Weaverville (at Maintenance Station)
TRI	299	52.82	HAR FLASHER	East Weaverville
TRI	299	69.70	RWIS	Buckhorn Sandhouse
TRI	299	69.70	CCTV	Buckhorn Sandhouse
SHA	299	21.90	CMS	West of Buenaventura Blvd.
SHA	299	21.88	HAR FLASHER	Wildwood Drive
SHA	299	22.22	CCTV	Eureka Way (@ Buenaventura Blvd.)
SHA	299	22.61	CMS	East of Buenaventura Blvd.
SHA	299	25.07	CMS	Hawley Road
SHA	299	25.40	HAR FLASHER	Hawley Road
SHA	299	27.11	TMS	Old Oregon Trail EB Off-Ramp
SHA	299	28.38	HAR FLASHER	Stillwater Way
SHA	299	68.18	CCTV	Hatchet Mountain Summit
SHA	299	68.18	RWIS	Hatchet Mountain Summit
SHA	299	79.70	HAR FLASHER	West of SR299-SR89 Jct.
SHA	299	80.20	HAR	Four Corners (SR89-SR299 Jct.)
SHA	299	80.08	CCTV	SR89-SR299 Jct. (Four Corners)
SHA	299	80.42	HAR FLASHER	East of SR299-SR89 Jct.
LAS	299	24.90	HAR FLASHER	West of Adin
LAS	299	25.58	HAR	Adin (at Maintenance Station)
MOD	299	1.34	HAR FLASHER	East of SR139-SR299 (East Adin)
MOD	299	38.69	HAR FLASHER	Auction Yard (West of Alturas)
MOD	299	50.30	CCTV	Cedar Pass (Sandhouse)

Source: California Department of Transportation, District 2 Division of Traffic Management (Dec 2008)

CCTV = Closed Circuit Television

CMS = Changeable Message Sign

HAR = Highway Advisory Radio

HAR FLASHER = Highway Advisory Radio Sign

RWIS = Roadside Weather Information System

**Appendix H
Planned Intelligent Transportation Systems (ITS)**

County	Route	Post Mile	Type	Location
TRI	299	51.30	CMS	West of Weaverville
TRI	299	53.62	CMS	Little Browns Creek-Weaverville Area
TRI	299	58.20	HAR	Near Douglas City
TRI	299	58.50	CMS	Just East of Hwy. 3
TRI	299	67.50	CCTV	Trinity Mountain Road Chain Area
SHA	299	0.03	CCTV	Buckhorn Summit
SHA	299	0.03	RWIS	Buckhorn Summit
SHA	299	5.30	CCTV	Greenhorn Chain Control Area
SHA	299	8.60	CCTV	French Gulch Road Area
SHA	299	8.70	CMS	French Gulch Area
SHA	299	8.72	RWIS	Clear Creek near French Gulch
SHA	299	12.60	EMS	Whiskeytown Scale CHP
SHA	299	14.49	CCTV	Shasta Divide Whiskeytown Lake
SHA	299	14.49	RWIS	Shasta Divide Whiskeytown Lake
SHA	299	25.30	CMS	West of Hawley Road UC
SHA	299	25.54	CCTV	Hawley Road UC
SHA	299	26.00	CMS	Hawley Off ramp
SHA	299	R27.22	CCTV	Old Oregon Trail OC
SHA	299	R27.22	CMS	Old Oregon Trail OC
SHA	299	49.00	HAR FLASHER	Near Chain Sign 9
SHA	299	60.00	HAR FLASHER	West of Big Bend Road
SHA	299	54.12	HAR	Round Mountain Area
SHA	299	58.50	CCTV	Montgomery Creek Area
SHA	299	61.26	CCTV	Near CDF Fire Station
SHA	299	73.13	CMS	West End of Burney
SHA	299	75.47	CCTV	Mountain View Road
SHA	299	78.85	CMS	Johnson Park - Burney Area
SHA	299	81.20	CMS	Just East of Jct. 299 & Hwy 89
SHA	299	89.40	CCTV	Pit One Grade-Fall River Area
LAS	299	8.27	CCTV	Big Valley Mountain Summit
LAS	299	8.27	RWIS	Big Valley Mountain
LAS	299	14.90	CMS	West of Lookout Road
MOD	299	0.40	CMS	Adin East of Jct. 139
MOD	299	12.73	CCTV	Adin Mountain Summit
MOD	299	12.73	RWIS	Adin Mountain Summit
MOD	299	22.41	HAR FLASHER	Near Jct. 299 / 139 Canby
MOD	299	38.50	CMS	West of Alturas
MOD	299	50.20	RWIS	Cedar Pass Sand house

Listed ITS elements may be pursued as stand alone projects or combined with other projects in close proximity should funding become available.

Source: California Department of Transportation, District 2 Division of Traffic Management (Dec 2008).

CCTV = Closed Circuit Television

CMS = Changeable Message Sign

HAR = Highway Advisory Radio

HAR Flasher= Highway Advisory Radio Sign

RWIS = Roadside Weather Information System

**Appendix I Public Involvement
Outreach Activities**

Date	Contact	Action/Progress
12-2-08	Pit River Tribe	Native American Liaison presented SR 299 TCR update process.
1-6-09	Tribal Governments	Informational letter announcing the SR 299 TCR update process.
1-12-09	Lassen TAC	Kick-off: Discussed document, process agency would like for public outreach and agency review and concurrence process.
1-22-09	Modoc TAC	Kick-off: Discussed document, process agency would like for public outreach and agency review and concurrence process.
1-22-09	LCTC	Field Review with Lassen Commissioner for area SR 299 passes through.
2-10-09	Shasta TAC	Kick-off: Discussed document, process agency would like for public outreach and agency review and concurrence process.
2-20-09	CHP	Letters to three CHP field offices covering SR 299 east of Redding.
March 09	Media/Public	KRCR-TV (Channel 7) – announcement posted on website and broadcast in public information slot regarding three public workshops.
March 09	Media/Public	Big Valley Newsletter (monthly) – described TCR and invited public comment.
3-2-09	Media/Public	KQMS radio telephone interview. Broadcast the following week with contact information to encourage the public to submit comments about the route.
3-3-09	Pit River Tribe	Advance Planning Office - presented TCR Schedule and website address.
3-8-09	Media/Public	Redding Record Searchlight – published announcement for public workshops.
3-10-09	Media/Public	Mountain Echo (Fall River) - request for public input posted on website.
3-11-09	Media/Public	Intermountain News - published announcement for public workshops.
3-18-09	Public	Public Workshop - Montgomery Creek.
3-23-09	Media/Public	KRCR-TV (Channel 7) – broadcast in public information slot regarding public workshops.
3-24-09	Public	Public Workshop - Alturas. Presentation to Rotary Club (Alturas).
3-30-09	Public	Public Workshop - Burney.
4-9-09	Media/Public	Modoc County Record – article regarding public workshops and website access.
4-23-09	Lassen TAC	Review draft TCR.
5-11-09	LCTC	Presented draft TCR for review and comment.
5-19-09	TCTC	Presented draft TCR for review and comment.
5-26-09	Modoc TAC	Review draft TCR.
6-4-09	MCTC	Presented draft TCR for review and comment.
6-12-09	Tribal Governments	Informational letter announcing the Draft SR 299 TCR requesting comments.
6-15-09	CHP	Provided comments from the three Public Workshops and link to Draft SR 299 TCR
6-25-09	Lassen TAC	Review final TCR.
7-13-09	LCTC	Presented final TCR for concurrence.
7-14-09	Shasta TAC	Review final TCR.
7-21-09	TCTC	Presented final TCR for concurrence.
7-28-09	Modoc TAC	Review final TCR.
7-28-09	Shasta RTPA	Presented final TCR for concurrence.
8-6-09	MCTC	Presented final TCR for concurrence.
9-8-09	District 2	District signatures. TCR complete.

Abbreviations:

TAC – Technical Advisory Committee
LCTC – Lassen County Transportation Commission
MCTC – Modoc County Transportation Commission
Shasta RTPA – Shasta County Regional Transportation Planning Agency
TCTC – Trinity County Transportation Commission

Notes:

1. Outreach in Trinity County and a portion of outreach in Shasta County was completed previously (2008/2009) as part of the SR 299/44/36/395 Corridor Management Plan.
2. Workshop information was sent directly to numerous media in the study area as well as individuals and organizations listed in the District 2 Title VI database.
3. E-mail, phone and written comments were accepted throughout the TCR development process.

State Route 299 Transportation Concept Report – Public Workshop
Montgomery Creek – March 18, 2009
Summary of Comments

These notes are based on comments provided at the public workshop as well as written comment cards, e-mail and phone calls received.

Passing/Turn-Outs/Turn Lanes:

- Need more passing lanes.
- Add at least five new passing lanes from Bella Vista to Montgomery Creek.
- Passing lanes are too short and start/end on curves – Examples given:
 - Near Woodhill Drive. (PM 57.19-57.49 and 58.29-58.54).
 - Dubois Road (PM 46.0-46.26)
 - Montgomery Creek Hill (PM 50.94-51.2)
 - Moose Camp Road (PM 63.74-63.89)
- Add EB and WB passing lane west of Javelina Road near Diddy Wells.
- The area striped for passing in Round Mountain is used as a “last chance” passing opportunity before reaching the grade. This causes speeds to be higher and discourages bicycle and pedestrian use.
- Passing in Round Mountain makes left turns difficult. Sometimes people must pull to the right (and let traffic go by) to make a left turn. Suggest adding turn lanes or stripe for no passing.
- The turn lanes (in front of Montgomery Creek School) are being used as passing lanes.
- Fenders Ferry/SR 299 intersection does not have a left turn lane – EB cars pass left turning vehicles on the right using the Shoulder.
- Add left turn lane onto Terry Mill Road.
- People don't know how or don't want to use turn outs – add signs and have CHP enforce.
- Add more turn outs (examples given: Ditty Wells, Hill Crest rest stop, Salt Creek).
- Put some double yellow in locations where passing is allowed now.

Speed Related:

- How are speed limits set?
- More enforcement of speed limits by CHP.
- The long straight stretch through Round Mountain and Montgomery Creek results in speeding and passing. Suggest double yellow lines.

- Make the speed limit between Montgomery Creek and Round Mountain 45 mph and stripe for no passing.
- The highway is not the problem-speeding drivers who can't drive are.
- Lowering the speed limit and using more advisory signs may be more cost-effective than doing major highway projects.

Bicycle/Pedestrian:

- There is no place for pedestrians to walk that is away from traffic.
- There is a lot of foot traffic in the vicinity of the trailer park, Cedar Creek School, Golden Bear Store, Round Mountain Post Office and the Hill Country Community Clinic. Would like to see crosswalks, double yellow and speed advisory/pedestrian warning signs.
- Build a trail away from the highway from Round Mountain to Montgomery Creek (Buzzard Roost Road to Big Ben Road suggested).
- Must drive kids to school bus stop at Golden Bear Store due to traffic and no place to walk.
- At the Dubois Road school bus stop the bus has to cross over two passing lanes (cross traffic) to get to the stop.
- Add crosswalk in front of Montgomery Creek School.
- Add crosswalk between the Golden Bear Store and the Round Mountain Trailer Park.

System Information:

- The bottom of Fountain Curve has a sharp turn but no speed advisory sign. It is a hard right (hard corner especially for trucks).
- Provide signs warning drivers that the highway is mountainous (to caution people not familiar with the route).
- Install "head-lights on for safety" signs to give persons from out of the area a heads up that this is a mountainous road and that they need to drive safely.
- Install "Please minimize use of Jake Brake" signs.

Maintenance:

- "Do the basics" for example: clear brush and clean gutters.
- The highway itself is maintained pretty well, but two Caltrans crews overlap at Round Mountain. For snow plowing, they could intermix better and share staff and equipment.

- Control weeds along edge of highway to help with sight distance, and people who want to use shoulder or side of highway for walking.
- Increase shoulder maintenance between Redding and Fall River.
- Fog line can't be seen when it is raining hard.

Other:

- "I've lived along 299 east for 61 years; Overall Caltrans has done an excellent job."
- The highway is scenic and that needs to be preserved.
- It is a beautiful scenic drive with ridges on both sides of the highway.
- The highway is better than it used to be but traffic has also increased.
- Many of the projects listed in the 1984 TCR have been completed – Caltrans does act on our input.
- It is important to consider the public's opinion – the community appreciates the opportunity to come to the meeting.
- More enforcement by CHP to reduce passing violations.
- It is important for residents to have input on plans that will affect us.
- Community is frustrated with how the Fountain Curve project has gone.
- In the past a complete realignment along "Back Bone Ridge" was studied. What happened to it? It might be less expensive and work better than throwing money at the existing alignment in the canyon.
- There are too many delays due to work and pilot cars (both the number of work areas at once and the time spent waiting at the work locations).
- Widen shoulders.
- When I-5 is closed SR 299/SR 89 is the detour.
- Lots of deer cross the highway near Round Mountain and Montgomery Creek.
- Consider rumble strips.
- Big pines in the canyon near the edge of pavement.
- Leave the road the way it is – just fix the potholes.
- Increasing double yellow, turn-outs and using rumble strips at roadway edge could reduce all problems without spending a lot of money.

State Route 299 Transportation Concept Report – Public Workshop
Alturas – March 24, 2009
Summary of Comments

These notes are based on comments provided at the public workshop as well as written comment cards, e-mail and phone calls received.

Passes/Mountainous Areas:

- More pull-outs/climbing lanes:
 - Anywhere there is a 6% grade
- Hat Creek Grade toward Redding WB – existing climbing lane is 2/3 up mountain. Need to lengthen or add a second one.
- Rocky Ledge/East Johnson Park (widen).
- Pit 1 Grade - wider lanes/shoulders.
- Adin Pass – add wider shoulders so can pull over to allow passing or for brakes.
- Adin Pass – prune and thin pine trees to improve sight distance near Cedar Pass Estates.
- Adin Pass – eastbound needs more passing.
- Adin/Cedar passes-longer pullouts/climbing lanes.
- Big Valley Mountain – highway is narrow and there is rock fall.
- Good management (snow plowing) on Cedar Pass.
- Leave snow berm along Cedar Pass to act as a guardrail.
- Add guard rail on the east side of Cedar Pass.
- Would like to see guardrail on Cedar Pass, especially PM 41.17/42.06.
- Would like to see a climbing lane installed on SR 299 Cedar Pass heading east between Post Mile 48.81/50.82.
- East bound, approximately three-quarters of a mile below Cedar Pass on the north side of road - bank (rock) removal to improve sight distance.

Passing/Turn Lanes:

- There may be places can improve site distance to allow for more striping for passing.
- Passing lanes – provide signage regarding “how far” to end of passing lane rather than just “lane ends” (maybe “X feet to end of passing lane”).
- Turn lane for the USFS is good – the BLM needs one.

Speed Related:

- Lower the speed limit in Adin - 30-35 mph is too fast.
- Lower the speed limit in all small communities – for shopping, schools, children, pets.

Bicycle/Pedestrian:

- Add shoulders/bicycle lanes whenever possible.
- Add paved shoulders – SR 299 in Adin between SR 139 and Butte Creek Bridge.
- Bicycle/walking path – SR 299 between North Warner Street and Main Street (U.S. 395).
- The shoulder along SR 299 from one mile east of Main Street (U.S. 395) to the auction yard west of town is used daily by commuters on bicycles, pedestrians going to stores, and students walking to school. The shoulder is narrow and sloped plus there is high use by large trucks.
- SR 299 east and west out of Cedarville is used for recreational walking, running and bicycling. Wider shoulders/bike lanes would be nice.

System Information:

- Web cams are great for seeing actual weather conditions.
- Get live feed on the web cams.
- Adin and Canby – EB/WB signage is inconsistent.
- SR 299/SR 139 intersection – needs a directional sign for Reno.

Maintenance:

- The people who work for Caltrans here are very good - maintenance is excellent.
- Can the CCC be used to cut weeds along highways?
- Deer like the salt on highway:
 - Put salt blocks away from highway
- Cinders are better than salt.
- Approaches to bridges have settled.
- Bieber/Nubieber – pavement is very rough.
- Yellow is more visible for signs and coveralls/vests than orange.
- Fog line worn off from trucks.
- In some areas, trees on the south side of road create shade and ice.

Other:

- Prefer using SR 299 to Redding and then Sacramento (rather than 395/Reno-Donner).
- SR 299 is fun to drive/has lots of diversity:
 - Little communities
 - Scenic
 - Likes 2 lane highway
 - Pleasant to drive
- Maintain aesthetics of 299 from Cedarville over the Warner Mountains.
- Consult with landscape architect on aesthetics for rocks at fills/cuts (RSP used does not match native material).
- The highway serves as main-street for the local communities.
- 299/89 Signal - don't stop everybody (people are dodging the warning rumble strips).
Let one direction go or one direction over the top of the other.
- Burney/McArthur- Agriculture equipment (Fall River / Big Valley too).
- There are a lot of big rigs between Cedarville and Alturas.
- Gas is no longer available in Canby.

State Route 299 Transportation Concept Report – Presentation
Alturas Rotary Club - March 24, 2009
Summary of Comments

These notes are based on comments provided during the meeting.

- Provide additional rest areas – maybe one at Hatchet Mountain (there is nothing east of the Forest Service at Hat Creek).
- Passing lanes are adequate - not much of a problem.
- Alturas – add center turn lane through town.
- Drainage is an issue all over Alturas.
- Adin - SR 299/SR 139 intersection:
 - Trucks need more space to make turns.
 - Vehicles need a place to pass trucks entering highway and speeding up.
- Transit is needed for people with court mandated appointments in Redding.
- SR 299/County Route 75 – add left turn pocket from SR 299 due to fast traffic and snow and ice in winter. A right turn lane would be nice too.
- Add/lengthen eastbound and westbound truck climbing lanes on Cedar Pass.
- Adin Pass & Big Valley Pass – add cameras so can view weather conditions.
- Provide a Changeable Message Sign near the intersection of 395 and 299 to inform motorists if the mountain passes are closed. This will allow them to stop in Alturas rather than on the side of road somewhere.

**State Route 299 Transportation Concept Report – Public Workshop
Burney – March 30, 2009
Summary of Comments**

These notes are based on comments provided at the public workshop as well as written comment cards, e-mail and phone calls received.

Passes/Mountainous Areas:

- Hat Creek Grade:
 - Gravel berms along edge of road are scary if hit with tires
 - Extend guardrail (from climbing lane to existing guardrail)
 - Extend climbing lane
 - Realign highway and straighten or add some left turn lanes
 - Sand pit at corner

Passing/Turn-outs/Turn Lanes:

- Turn-Outs aren't used – they are too short:
 - Turn out on top of Hatchet Mountain is the right length
- Existing passing lanes are too short and more are needed.
- Extend four lanes from Johnson Park to SR 299/SR 89 intersection.
- More passing lanes in easy spots - especially westbound.
- Larger signs at turnouts telling to drivers to use them – increase enforcement.
- Right turn pocket on westbound SR 299 at Day Road.
- Need a left hand turn lane into Tamarack Road across from the Sierra Pacific Mill. Drivers coming over the hill headed for Redding can't see a car that is stopped and waiting to turn.
- Add a traffic light at Commercial Drive to handle cross traffic or turn pockets (Post Office, McDonalds, by tire shop).

Speed Related:

- Drop speed limit in Burney from 35 mph to 25 mph.
- People are driving over the speed limit in Burney - need speed radar signs and more speed limit signs.
- Placement location of radar for speed studies can influence the outcome.

- More enforcement of speed limits needed.
- Actual speeds are higher from Burney to Redding than posted:
 - Speed limits may not reflect actual conditions of road given improvements that have been done (ET&S may be outdated).
- Speed limit for trucks and trailers should be the same as for cars – the 55 MPH requirement in zones that are 65 MPH for cars is unsafe.

Bicycle/Pedestrian:

- More and more cyclists are on the highway.
- Drivers don't take crosswalks seriously – especially at SR 299/Shasta Street where they are coming from a higher speed zone.
- Add bike lanes through Burney to McArthur.
- Wider, paved shoulders for cyclists (Pit Grade and Rocky Ledge given as examples).
- Burney Area Recreational Experience (BARE) bike trail. People park at Black Ranch Road and ride about one mile on SR 299 to get to the southern trailhead. Plans are in motion to upgrade the trail and should be coordinated with Caltrans.

System Information:

- Appreciate the cameras on Hatchet and at Four Corners – can see conditions of road.
- Add a camera on Big Valley Mountain.
- Near Hat Creek Park – add markings/reflectors on turn.
- Provide more (than just internet) and better communication of maintenance/construction activities and expected delays on route - use CMS in Burney and Redding.

Maintenance:

- Trucks are hard on pavement.
- Maintenance does a god job of keeping snow off road/plowing.
- Crews over Big Valley Mountain have done a great job.
- Rocks on Pit Grade – need rock fall protection.
- When cleaning ditches, compact the material placed on the shoulder so it stays in place.

Other:

- Move highway over to saddle of mountain – an alignment on Back Bone Ridge was studied a long time ago.
- Shasta, Butte, Plumas, Michigan Streets - parallel parking blocks view. Have to pull way out past parking and stop bar to see mainline traffic.
- Overlay the section of highway through the canyon.
- Multiple stops (traffic control) on route at same time - coordinate maintenance activities and construction projects better. Also, cars should be allowed to go around trucks in the queue because the trucks are slow to accelerate – especially on hills.
- The Lake Britton bridge project and the Hatchet Ridge windmill project will generate traffic – agencies should coordinate traffic stops.
- Traffic is higher in the summer due to agriculture and recreation.
- McArthur to Redding - improvements have been nice.
- Striping for passing has been removed during projects – put it back.
- There are many inconsiderate drivers.
- Coordinate with tribal government to protect native plants along highway.
- Hillcrest Safety Roadside Rest Area – about 20 years ago a system was added to heat it during the winter but then it was closed after a few years. Why?
- Local business people go to Redding multiple times per week for supplies and services.
- Many people commute to from Redding to Burney and vice versa.
- Lots of agriculture along SR 299 and hay trucks between Montgomery Creek and Redding.
- SR 299 is the detour when chain control or accidents shut down I-5, which increases truck traffic in Burney.

Appendix I Public Involvement (Continued)
Public Involvement Website Links

Public involvement is an important part of the transportation planning process in California. The number and type of public involvement opportunities depend on the needs of a given transportation plan, program, or project. Through public workshops, hearings, open houses, task forces, citizen committees, commission meetings, and the media, the public is informed of transportation planning issues and given opportunities to comment on such plans or programs. These occur at the local, regional, or state agency levels.

The following websites provide more information on how Caltrans develops projects and links that can be used to get involved in the process.

Caltrans Website Links:

District 2 <http://www.dot.ca.gov/dist2/> or call **Public Affairs office (530) 229-0511**

District 2 Caltrans projects: <http://www.dot.ca.gov/dist2/projects.htm>

District 2 Caltrans Program/Project Management: <http://www.dot.ca.gov/dist2/ppm.htm>

District 2 Caltrans News Releases: <http://www.dot.ca.gov/dist2/roadinfo.htm#newsrelease>

Information for How Caltrans Builds Projects:

http://www.dot.ca.gov/hq/oppd/proj_book/overview.pdf

http://www.dot.ca.gov/hq/oppd/proj_book/

Other Websites:

Environmental document summaries that have been prepared and posted during the project development stage can be found on the State Clearinghouse website (<http://www.ceqanet.ca.gov/QueryForm.asp>). The site includes environmental documents submitted to meet the California Environmental Quality Act (CEQA) requirements and some federal National Environmental Policy Act (NEPA) documents. The information can be searched for by county or city, and will include project title, project location, lead agency name, contact information and project description.

How Speed Limits are set. The process for setting speed limits is in the California Legislative Code-Vehicle Code (Sections 22348-22366). The California Department of Transportation and Tehama County must follow the applicable government code when setting speed limits and cannot arbitrarily set speed limits. For additional information the following websites:

<http://www.motorists.org/speedlimits/home/do-speed-limits-matter/>

<http://www.motorists.org/speedlimits/home/state-speed-zoning-standards/>

For information pertaining to **emergency roadwork** or for updates **scheduled for roadwork**, please contact the California Highway Information Network (CHIN) at **1-800-GAS-ROAD (1-800-427-7623)** or look on the following website to **check current highway conditions:** <http://www.dot.ca.gov/dist2>.

Information pertaining to **SR 299 west** for construction projects, information on road conditions, current delays and traffic control in effect at the numerous Safety Curve Realignment Projects on SR 299 west throughout the 2009 construction season is available on the following **Twitter website:** <http://twitter.com/Caltrans299D2>

The District is using feedback from the community regarding this page to determine whether **Twitter** will be used on other highway projects or for road information.

REDDING RANCHERIA

INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Bureau of Indian Affairs purchased the land that is now considered the Redding Rancheria in 1922. The purpose of this purchase was to provide a place for homeless Indians to camp and live. **The Rancheria includes Indians from not just one tribe but Indians of Pit-River, Wintu and Yana descent.** Even Prior to the purchase of the land by the government for Indian homes, many Indians gathered in the area to fish for salmon in Clear Creek.

In 1958, Congress enacted the California Rancheria Act and with this act the Redding Rancheria was terminated on July 6, 1959. The act set forth the distribution of assets of the Rancheria. As the years progressed the Rancheria was parceled off and sold to Indians and non-Indians alike. The government no longer recognized the Rancheria.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) Ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated this legislation. As a result, the Redding Rancheria and 17 other California tribes were restored as federally recognized Indian tribes.

In 1987 the restored Redding Rancheria formally adopted its Constitution, and membership roll of the Redding Rancheria, members of the Rancheria are all descendents of the 17 original distributee's who owned land on the Redding Rancheria, commonly known as the "flat", when the Tribe was re-recognized by the federal government in 1986.

LAND BASE

Redding Rancheria Land-base: itself is 36 acres and is located adjacent to State Route 273, south of Redding. The Tribe has acquired an additional 150-acre parcel along Interstate 5 corridor, just south of Redding.

In addition to Tribal Trust land the Tribes claims ancestral territories in Shasta, and Trinity counties, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

The Tribal government falls under the Indian Reorganization Act of 1934, The Constitution of the Redding Rancheria requires that to be a member of the Redding Rancheria you must be a lineal descendent of one of the original distributee's. The Tribe starts with the General membership consisting of 292 members that meet in January and July of every year. The Tribal Council consists of seven elected officials, a Tribal-Chair and Vice- Chair, Treasurer, Secretary, with three Alternates, which meet when designated by the Tribal Council. The Tribal Council elections are held every 2 years, and Alternates every 1-year. All enrolled members are over the age 18 years.

Services the Rancheria operates the Tribal Administration offices, the Redding Rancheria Headstart, the Redding Rancheria Health Clinic in Redding and Weaverville, Win-River Mini-Mart, Redding Rancheria's Win-River Casino, and the Hilton Garden Inn.

PIT RIVER TRIBE OF CALIFORNIA INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Pit River Tribe (Ajumawi-Atsugewi Nation)- adopted their Constitution on August 16, 1964, and are a federally recognized Tribe, consisting of eleven autonomous bands: Ajumawi, Atwamsini, Astarawi, Hewisedawi, Kosealekte, Aporige, Hammawi, Atsgewi, Itsatawi, Illmawi, and Madesi, The Tribe is located in parts of Shasta, Siskiyou, Modoc and Lassen Counties. Tribal members reside on or near XL Ranch, Montgomery Creek Rancheria, Roaring Creek Rancheria, Big Bend Rancheria, Burney Tract, Lookout Rancheria, Likely Rancheria (Cemetery), and individual Indian allotment lands.

LAND BASE

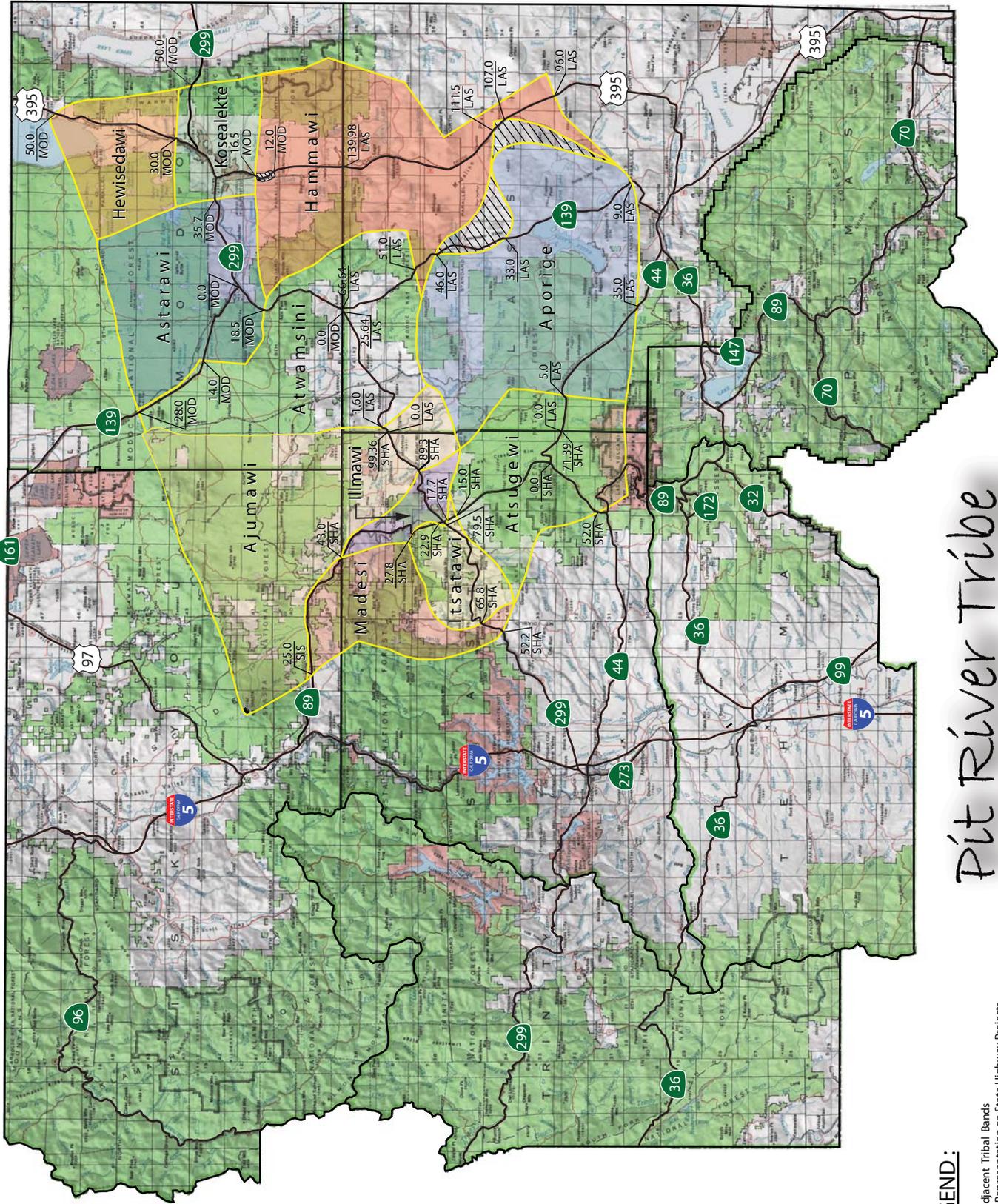
In addition to the Tribal Trust lands, the Tribe claims ancestral territory the territories represent the areas that were once inhabited by the Bands to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites. (See attached map)

TRIBAL GOVERNMENT

The Executive Department consist of the Tribal Chairperson, Vice-Chairperson, Secretary, Recording Secretary, Treasurer and Sergeant-At-Arms and are elected through a general election. All elected officials serve the Tribe for a term of 2 years and all elections are held in August. Tribal officials can be recalled or placed on moratorium either by the Council or the 2380 +/- general membership.

Tribal Council-A Band Head and a Band Alternate are elected by their own band members rather than through a general election. This person serves as a councilperson representing the band for a term of one year. Each Band has the power to form a cultural committee, select a cultural representative and to withdraw from participation with the Tribal Council. Six of the eleven elected members of the Tribal Council, or their alternates, shall constitute a quorum.

Services- The Tribe runs the Pit River Health Clinic in Burney, CA. And a satellite office, the XL Ranch Reservation Clinic, is located in Alturas, CA (Modoc County). They operate the Munik-Chun Day Care Center, for Tribal members in Burney, as well as the Pit River Casino, in Burney.



Pit River Tribe Ancestral Lands

LEGEND:



Shared Area w/Adjacent Tribal Bands
To Insure Cultural Representation on State Highway Projects

This mapping of the Pit River Tribe Ancestral Lands is based on research of the various historical maps and field notes between staff from the State Department of Transportation (Department) and members of the Pit River Tribe. This map is not for legal purposes and will only be used by the Department to determine which band of Cultural Resources Representative to contact for projects, in the Memorandum of Understanding between the Department and the Pit River Tribe.



SUSANVILLE INDIAN RANCHERIA INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Susanville Indian Rancheria's original 30 acres were purchased August 15, 1923 under the Landless and Homeless Act, in which U.S. Congress provided funds to purchase land for Landless and Homeless California Indians. The original 30-acre parcel was purchased for California Indians living in and around the Susanville area. Because there were many landless and homeless **Maidu, Paiute, Pit River, and Washoe Indians** living in the general Susanville area, the Rancheria land was purchased and considered to have "federal status as a tribe". The individual Indians from the various named tribes thus became one political, governmental entity. The Susanville Indian Rancheria is acknowledged as the Recognized tribe, although there are four anthropological Tribes involved, each of which is recognized as political entities. Thus, the Federal Government recognizes only the Susanville Indian Rancheria as the political entity for the Tribes.

LAND BASE

The Susanville Rancheria Land-Base: The Rancheria consists of three established communities: Lower Rancheria (the Original 30 acre Rancheria), Upper Rancheria (120 acres), and Sierra Housing area in Herlong (72 acres) in addition, the Tribe recently acquired a 3.21 acres parcel adjacent to Lower Rancheria, and put into trust status on January 5, 2004, and also 875 acres adjacent to the Upper Rancheria- put into trust status on December 08, 2004. The Old Indian Cemetery consisting of .53 acres- entered into trust on December 7, 1981. Two other properties have not been put into trust, 80 acres (Ravendale), that was donated to the Rancheria in 1994, along with 160 acres (the Cradle Valley Ranch) located in the National Plumas Forest. Bringing the total land base to 1,100.74 acres in trust status and 240 acres in fee status.

In addition to Tribal Trust lands the Rancheria claims Ancestral boundaries, the boundaries represent the areas that were once inhabited by the Tribes to camp, hunt, fish and gathering of vegetation for food consumption and Basketry material, sacred ceremonial and Burial sites. (See attached map)

TRIBAL GOVERNMENT

The Governing body: The Tribe elected to Charter under authority of the Indian Reorganization Act (IRA) of 1934, and thus the approval of its constitution and bylaws by the Secretary of the Interior in 1969. The Governing body of the Susanville Indian Rancheria is the General Council, which is composed of all members who are at least eighteen years old or older. The General Council has delegated the responsibility of running the day-to-day business of the Rancheria to the Tribal Business Council, which is a seven-member board. The General Council members elect the Tribal Business Council every three years. The officers of the Tribal Business Council are: Chairman, Vice Chairman and Secretary/Treasurer, a District one Councilman, and a District two Councilman, and two members at large. The Tribe has a voting membership of 325, but including spouses and members under the age of eighteen; there is a population of 427 individuals associated with the Rancheria.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)

The Susanville Rancheria services: Lassen Indian Health Center, the Tribal Health Program serves over 1,500 Native Americans in Lassen County, Other Services the Rancheria provides:

Adult Education	General Assistance
Adult Vocational Training/Job Placement	Housing Improvement
After-School Tutoring	Indian Child Welfare
Aid to Tribal Government Maintenance	Johnson O'Malley
Community Fire Protection	Road
Environmental Quality	Scholarships

In addition to services the Tribe runs the Diamond Mountain Mini-Mart, and Diamond Mountain Casino.

Susanville Rancheria's Commission & Committees:

Election Board: is to supervise, regulate, and conduct all elections of the Susanville Indian Rancheria.

Health Board: is to oversee the affairs of the Lassen Indian Health Center.

Housing Board: is to oversee the affairs of the SIR Housing Authority.

Diamond Mountain Mini-Mart Board of Directors: oversee the affairs of the Diamond Mountain Mini-Mart.

Gaming Commission: Tribal Gaming Commission is to reasonably inspect and regulate all Gaming within the jurisdiction of the Susanville Indian Rancheria.

Education Committee: is to oversee the Education Center's program, budget and activities as well as the Parent Advisory Committee.

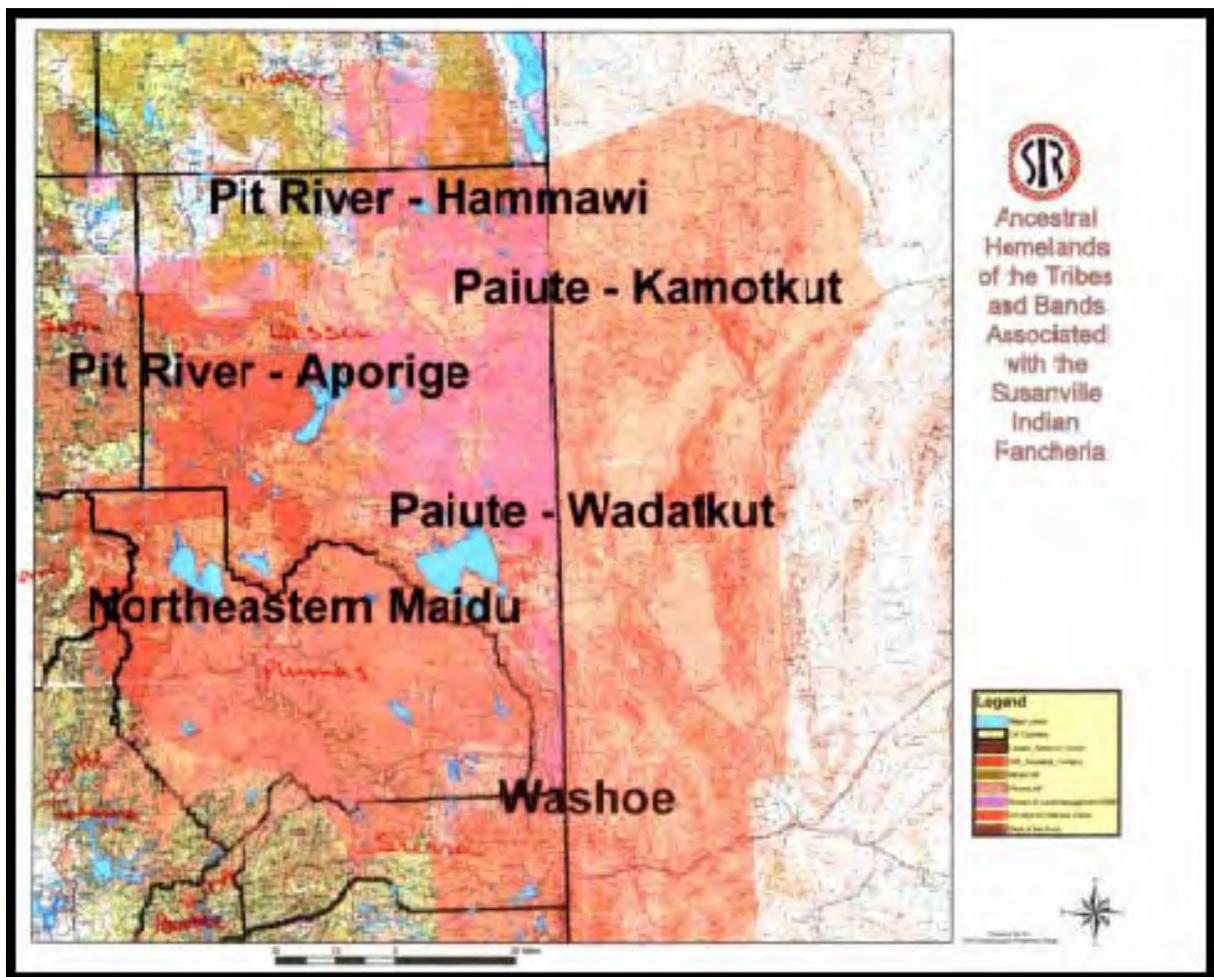
Enrollment Committee: Oversees Susanville Rancheria Tribal enrollment.

ICWA Committee: promotes the best interests of Indian children in Lassen County in child custody proceedings and offer secure foster family placement that achieves stability and security of the children and families.

Parent Advisory Committee: is responsible for the annual planning of programs and activities of the Education Center. The committee also participates in the development of the Education Center's services.

Tribal Government Liaison Committee: is to represent their respective tribe (Maidu, Paiute, Pit River, and Washoe) in cultural matters between the Susanville Indian Rancheria and other governmental agencies.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)



CEDARVILLE RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET

Members of the Cedarville Rancheria are related family groups primarily of the Kamotikad Band of Northern Paiutes. The Rancheria is located in northeast California, about 30 miles south of Oregon and 10 miles west of Nevada. It is on the east slope of the Warner Mountains adjacent to the town of Cedarville.

The Rancheria encompasses 20 acres held in trust through its establishment under the authority of Acts of June 21, 1906. The Rancheria recently purchased some private lands to the north and east adjacent to the Rancheria. At this point in time that land is not held in trust. There are approximately 23 tribal members and 8 houses on the Rancheria.

For the past two years the Tribe's interest with the Forest has been in hazardous fuels reduction and rural community economic development. The Tribe recently contracted privately to develop a Community Action Plan and Economic Development Plan. It is expected that the Tribe will be applying for more grants for feasibility studies and start up funds in the future.

The General Council meets quarterly and includes all enrolled members of the age of 18. The Executive Board meets monthly and includes 3 elected positions:

Tribal Office:

**Cedarville Rancheria
200 S. Howard St.
Alturas, CA 96101
(530) 233-3969
FAX 233-4776**

Website: www.citlink.net/~cedranch/

**FT. BIDWELL PAIUTE INDIAN RESERVATION
INFORMATION AND COMMUNITY FACT SHEET**

Members of the Ft. Bidwell Indian Reservation are related family groups primarily of the Gidutikad Band of Northern Paiutes. The reservation is located in northeast California, about 8 miles south of Oregon and 8 miles west of Nevada. It is on the east slope of the Warner Mountains. Elevation ranges from 4500' to 7400'.

The reservation encompasses approximately 3,240 acres of which, 745 acres is timbered with eastside ponderosa pine and white fir. Ft. Bidwell Indian Reservation is designated a "Category 2" reservation (53 BIAM, Supplement 2, 1.2A). This means that it is comprised of less than 10,000 acres of commercial timberland in trust, and less than 1 million board feet per year of timber products are harvested. The Tribe also leases rangeland on the lower portion of the reservation.

The reservation is within the Upper Surprise Valley Watershed, LMP #180. Sub-watersheds include Bidwell, Mill, Venning and Soldier Creeks. Forest Service activities within these watersheds can have a direct impact to the community residing on the reservation.

For the past 3 years the Tribe has been very interested in technical assistance and rural community economic development. The Forest has played an active role in supporting their endeavors.

General elections are normally held in November and April. Ft. Bidwell Indian Community Council meetings are normally held the third Saturday of each month at 1:00 pm in the Community Building on the Reservation. In addition to requesting to be on the agenda it is important to send a letter of information on the agenda item one wishes to discuss. The letter of information and request to be placed on the agenda is sent to the tribal chairperson. A follow up letter describing the discussion and decisions that have been made is good protocol.

Tribal Office:

**Ft. Bidwell Indian Community Council
P.O. Box 129
Ft. Bidwell, CA 96112
(530) 279-6310
FAX 279-2233**

NON- FEDERALLY ACKNOWLEDGED TRIBES

Along with the federally acknowledged tribes that are listed, there are many non-federally acknowledged tribes that have been terminated or unrecognized of federal status. Many non-federally acknowledged tribes do not have the benefit of living on federal trust lands, yet still retain their own governmental structures and functions. These tribes often represent distinct and separate cultures from the federally acknowledged tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their aboriginal territories.

In order for a tribe to receive federal acknowledgment/recognition, and the benefits it confers, the Tribe must prove their continuous existence since 1900, by means of anthropological, genealogical, and historical data. The Office of Federal Acknowledgment implements the administrative process and is within the Office off the Assistant Secretary- Indian Affairs of the Department of the Interior.

Tribes can achieve federal acknowledgement/recognition through these ways:

- Restoration through Congress (if they were previously recognized)
- Judicial Process
- Merging with an acknowledged/recognized tribe
- The Administrative Process

All of the non-federally acknowledged tribes along the study corridor listed below are currently using the Administrative Process to seek federal acknowledgement/recognition, except for the Winnemem-Wintu Tribe, which is seeking acknowledgement using the Congressional Process.

HUMBOLT

Tsnungwe Council

TRINITY

Tsnungwe Council

Wintu Tribe of Northern CA

Nor-Rel-Muk Band of Wintu Indians

SHASTA

Winnemem-Wintu Tribe

Wintu Tribe of Northern CA

Appendix K Reference Listing

Annual Average Daily Truck Traffic on the California State Highway System 2006
California Log of Bridges on State Highways, California Department of Transportation
California Transportation Plan 2025 (April 2006)
City of Alturas, General Plan
Highway Capacity Manual 2000- Transportation Research Board
Highway Design Manual- California Department of Transportation
Humboldt County General Plan
Humboldt County Regional Transportation Plan
ITS Architecture Plans for Trinity, Shasta, Lassen and Modoc counties.
Lassen County Regional Transportation Plan
Lassen County General Plan
Modoc County Transportation Commission: Coordinated Public Transit – Human Services Transportation Plan
Modoc County 2008 Regional Transportation Plan
Modoc County General Plan
Public Works Division of Highways- State of California Department of “California Highways and Public Works”
Regional Transportation Plan Guidelines. California Transportation Commission (CTC).
Shasta County General Plan
Shasta County Regional Transportation Plan
STAA Truck Study State Route 299W – Caltrans District 2 Traffic Engineering and Operations (2000)
Special Study Route 299 “ Concept for Future Improvements”, May 1993
TASAS, Traffic Accident Surveillance and Analysis System
Transportation System Information Program (TSIP), California Department of Transportation,
Transportation System Network-TSN
Trinity County General Plan
Trinity County Regional Transportation Plan

Websites:

<http://svhgqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html> - Caltrans, Office of GIS Postmile Services
<http://msc.fema.gov/> - FEMA Map Service Center.
<http://www.fws.gov/sacramento/es/> - US Fish & Wildlife Service – Sacramento Fish & Wildlife Office.
<http://www.dfg.ca.gov/biogeodata/> - California Department of Fish and Game.
<http://www.coastal.ca.gov/> - California Coastal Commission.
<http://www.hicap2000.com/> - Highway Capacity Analysis Package HiCAP™ v2.
<http://dot.ca.gov/> - Department of Transportation (Caltrans).
<http://www.census.gov/> - US Census Bureau.
<http://www.dot.ca.gov/hq/tsip/data.php> - Division of Transportation System Information (TSI).
<http://www.dot.ca.gov/hq/tpp/offices/ote/socio-economic.html> - CA D.O.T., office of Transportation Economics.
<http://www.lsctahoe.com/Modoc.html> - LSC Transportation Consultants, Inc.
<http://www.fs.fed.us/> - US Forest Service.
http://www.nass.usda.gov/Statistics_by_Subject/Demographics/index.asp - United States Department of Agriculture – National Agricultural Statistics Service.
<http://www.blm.gov/ca/st/en.html> - U.S. Department of Interior Bureau of Land Management – California.
<http://www.landwateruse.water.ca.gov/basicdata/landuse/counties/indexmap.cfm> - Department of Water Resources California Land & Water Use.
<http://www.dot.ca.gov/hq/traffops/trucks/> - California Department of Transportation, Office of Truck Services.
<http://www.westcoastroads.com/california/ca-299.html> - AARoads.
<http://www.cahighways.org/289-299.html#299> - California Highways.
<http://www.us-highways.com/usbt.htm> - Highways From US 1 to (US 830).
http://en.wikipedia.org/wiki/California_State_Route_299 - Wikipedia.
http://ohp.parks.ca.gov/?page_id=21387 - California State Parks office of Historic Preservation.
<http://www.dot.ca.gov/hq/traffops/permits/stars.htm> - Caltrans Single-Trip Application and Routing System (STARS) database for truck permits and restrictions.

Bicycles:

Regional Bicycle Transportation Plan - County of Humboldt
Lassen County Bikeway Master Plan
Shasta County Bike Corridors
Trinity County Bikeways Master Plan (2004)
Caltrans District 2 Cycling Guide
District 1 Bicycle Touring Guide

Appendix L -Designations

Route Designations

FEDERAL DESIGNATIONS

- National Highway System (NHS)

Added: 1995

Legislation: National Highway System Designation Act

The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel.

- Strategic Highway Network (STRAHNET)

Added: 1990

Legislation: Federal Defense Act

The purpose of STRAHNET is to provide a network of highways that are important to the United States strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes.

- Surface Transportation Assistance Act (STAA) Network

Added: 1982

Legislation: Surface Transportation Assistance Act (STAA)

The STAA Act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). The NN is comprised of the Interstate System plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. STAA trucks are limited to the NN, Terminal Access Routes, and Service Access routes (STAA Network). For further information, regarding truck classifications, please see State Classifications-California Truck Route Classifications.

National Network (Federal): The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-5. STAA trucks are allowed on the NN.

Terminal Access (State, Local): Terminal Access (TA) routes are portions of State Routes, or local roads, that can accommodate STAA trucks. TA allows STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Service Access (State, Local): STAA trucks may exit the NN to access those highways that provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the NN and that exit must be identified by signage.

STATE CLASSIFICATIONS

- State Highway System

Added: Statutes of 1964

Legislation: In the California Streets and Highways Code-Sections 300-635

The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

The Interregional Road System is a subset of the State Highway System.

Interregional Road System (IRRS):

Added: 1989

Legislation: Transportation Blueprint for the Twenty-first Century
In the California Streets and Highways Code-Sections 163-164.2

The IRRS was conceived as part of a larger effort to address the critical transportation funding and development needs of the state. The legislation required the California Department of Transportation to define IRRS routes and create an interregional road system plan. IRRS is a series of interregional state and highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreation areas, and urban and rural regions. In 1989 the IRRS plan identified 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included in the system, and all major interregional routes (conventional, expressway and freeway). Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes in statute.

High Emphasis Routes are a subset of the IRRS.

High Emphasis Route:

Added: 1990 IRRS Plan; 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None

Due to the large number of routes and capacity improvements needed on the IRRS, the 1990 IRRS plan identified a subset of the 87 routes as being the most critical routes and identified them by the term "High Emphasis Routes." High Emphasis Routes are a priority for programming and construction. Originally, there were 13 routes listed as High

Emphasis Routes in the 1990 IRRS Plan. The 1998 ITSP kept the original 13 High Emphasis routes and added an additional 21 routes to the category for a total of 34. In some cases, the High Emphasis routes in the ITSP are a series of joined portions of routes that constitute a major logical transportation corridor. An example of a High Emphasis Route corridor that is comprised of major portions of a primary route but also includes sub-portions of other routes is SR 36/SR 44/SR 299.

Focus Routes are a subset of the High Emphasis Routes.

Focus Routes-Interregional Transportation Strategic Plan:

Added: 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None.

The term "Focus Route" is a phrase specific to the ITSP and represents a subset of the 34 High Emphasis Routes. The routes represent the 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards by 2020. Focus routes serve as a system of high volume primary arteries to which lower volume and facility-standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. All Focus Routes are on the NHS, Freeway and Expressway System (F & E), and are STAA Truck or Truck Terminal Routes.

- **Intermodal Corridor of Economic Significance (ICES)**

Added: Statutes of 1994

California Streets and Highways Code-Sections 2190-2191

The ICES system was created in response to State legislation that required the Department to identify significant National Highway System corridors that link intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets.

- **Life Line Routes**

Added: *California Department of Transportation Strategic Plan-1994.*

Not in legislative statutes.

A Lifeline Route is a route of the State Highway System that is deemed critical to emergency/life safety activities of a region or the state. The route must remain open immediately following a major earthquake, or can be reopened fairly quickly by following a predetermined disaster response plan. The focus is on highly critical routes that allow for immediate movement of emergency equipment and supplies into a region or through a region.

- **Freeway and Expressway System (F & E)**

Added: Statutes of 1959

California Streets and Highways Code-Sections 253.1-253.8

The Statewide system of highways declared by the Legislature to be essential to the future development of California.

- **California Truck Route Classifications**

Added: AB 66 (1983) and SB 2322 (1986)

California Vehicle Code-Sections 35400-35414

"California Legal" trucks can use the STAA Network and California Legal routes. The route classifications are listed below and see additional STAA designations under "Federal Designations".

California Legal (State): California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

California Legal-Advisory (State): California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and limited highway width. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe offtracking (crossing the centerline or driving on shoulders and sidewalks).

Restricted (Federal, State, Local): Some route segments have restrictions on certain truck or loads, such as gross weight, number of axles or hauling of flammable materials or explosives. Restrictions on federal or State routes are listed on the Caltrans Truck Route List.

Scenic Designations

SCENIC ROUTES

Scenic Corridor: A band of land which is visible from and generally adjacent to, but outside of, the highway right of way having scenic, historical, or other aesthetic characteristics.

Scenic Highway: An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty and/or historic character. Designations include: All-American Road, National Scenic Byway, U.S. Forest Service Byway, Historic Highway and State Scenic Highway.

Scenic Byways: Recognition of a roadway for its archeological, cultural, historic, natural, recreational, and/or scenic qualities. Scenic Byways can be designated at the local, state or national level.

The following scenic designations apply to portions of this route.

United States Department of Agriculture U.S. Forest Service Scenic Byway (Federal)

Added: 1988

Legislation: None

These routes are designated as “U.S. Forest Service Scenic Byways” and can consist of a combination of Federal, Interstate, State and County roads. A local jurisdiction turns in an application to the U.S. Forest Service office. The U.S. Forest Service, using a public participation plan process, decides if a route qualifies, and processes the designation. To qualify routes must showcase the outstanding scenery of the National Forest System, interpret the management activities of National Forests as well as the cultural and national values and attractions, and cultivate partnerships with local communities and organizations to enhance rural economic diversity. This designation provides no funding opportunities.

Wild and Scenic River

A US Forest Service designation as a wild and scenic river is intended to preserve the character of a river. Uses compatible with the management goals of a particular river are allowed; change is expected to happen. However, development must ensure the river’s free flow and protect its “outstandingly remarkable resources.” Congress created a national system of protected rivers that co-existed with use and appropriate development. The term “living landscape” has been frequently applied to wild and scenic rivers.

State Route 299 Transportation Concept Report

Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access a highway is fully or partially controlled by public authority.

Agricultural Inspection Stations: These stations conduct agricultural inspections on all private and commercial vehicles near major borders.

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

Air Quality: A general term used to describe various aspects of the air that plants and human populations are exposed to in their daily lives.

Americans with Disabilities (ADA): In 1990, the act was enacted, which prohibits discriminations against persons because of their disabilities.

Annual Average Daily Traffic (AADT): Traffic volume for the year divided by 365 days.

Arterials: a through road or street.

At-grade Crossings: A junction at which two or more intersections cross at the same grade

Attainment: Air quality status indicates that the area has never been designated non-attainment for that particular standard.

Audiences: External, semi-external, and internal.

Auxiliary Lane: The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the "peak-month" average daily traffic.

Bb

Bicycle Status: The ability to ride the bike on the freeway or provide an alternate facility for bicycle travel.

Bicycle Transportation Account: This account provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

Blue Star Memorial Highways: A nationwide movement to designate highways for the nation's armed forces.

Bridge Preservation/Restoration: The goal is to prevent closures is to prevent route closures dues to bridge failures and to provide for the periodic rehabilitation of the 12,500 bridges on the SHS.

Bridges: Structures of more that 20 feet in length that span a body of water.

Bridge Scour: Scour is the removal of sediment (soil and rocks) from streambeds and stream banks caused by moving water.

Built: to make or to fabricate.

Cc

California Environmental Quality Act (CEQA): 1970 State legislation that requires that State agencies regulate activities with major consideration for environmental protection.

California Transportation Commission: A body appointed by the governor responsible for the STIP, the development of the RTP guidelines, and the statewide transportation policy.

California Truck Route Classifications: "California Legal" Trucks can use the STAA Network and California Legal Routes.

Caltrans or Department: California Department of Transportation.

Capacity: The maximum number of vehicles or persons that can pass a point on a roadway during a specified time period (usually one hour) under prevailing roadway, traffic and control conditions.

Capacity-Increasing Projects: Projects that allow for more capacity on the roadway such as adding a lane.

Carbon Monoxide (CO): A product of incomplete burning of fuel, produced by motor vehicles (the primary source), home heating, and, to a lesser extent, industrial activities.

Carpool: A group of people who share automobile transportation to designated destinations, usually alternating drivers and vehicles.

Chain Locations: These are the signed locations that drivers are allowed to stop and pit on chains.

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Class I Railroads: Railroads that consist of the largest amount of freight and have operating revenue of over \$319 million (2006).

Class II Railroads: Railroads that consist of a mid-size amount of freight and have operating revenue of over \$319 million (2006).

Class III Railroads: Railroads with an annual operating expense of less than \$10 million and are usually short lines.

Classifications: Special designations for the freeway.

Clean Air Act: A 1990 environmental policy act relating to the reduction of smog and air pollution.

Clear Recovery Zone: An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high speed expressways is desirable.

Climbing lane: A lane added on an uphill grade for use by trucks, recreational vehicles, and other heavy vehicles with speeds significantly reduced by grade.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions, and incidents. This television can have compatibility with other communication technologies, such as, cable TV, kiosks, and the Internet.

Collector: A roadway providing land access and traffic circulation within residential, commercial and industrial areas.

Collision Reduction: The goal of collision reduction category is to reduce the number of fatal and injury collisions.

General Commercial: The land use definition applies to a diversity of retail sales and services, office, and auto-oriented uses.

Commercial Airports: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service.

Concept LOS: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Conformity: Process to assess the compliance of any Federally funded or approved transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Congestion: The condition on the freeway when travel speeds are reduced and the operating conditions are at LOS D or lower.

Congestion Mitigation and Air Quality Funds: This funding is for transportation projects and programs in non-attainment areas for air quality. Typical projects include HOV lanes, public transit incentives, and flexible work hours.

Content Sensitive Solutions/Design (CSS/D): Caltrans utilizes this process to ensure that transportation projects are in harmony with communities and preserve and enhance intrinsic qualities such as historic, aesthetic, and scenic resources.

Corridor: Generally refers to a geographic area that accommodates travel or potential travel.

Corridor of the Future: A US DOT initiative to encourage states to explore innovative financing as a tool to reduce congestion.

County: Governmental jurisdiction freeway/route is in.

Cultural Resources: Encompass archaeological traditional, and built resources including but not necessarily limited to buildings, structures, objects, districts, and sites.

Dd

Daily Vehicle-Miles of Travel (DVMT): An estimate of Annual Vehicle Miles of Travel is the product of AADT X Segment Length X 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Demographics: refers to selected population characteristics.

Density: The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

Design Speed: A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

Directional: Or of indicating a direction.

Directional Split: During the peak period, the directional distribution of traffic.

District: Department of Transportation Districts.

District 2: Department of Transportation, District 2, Redding office.

Divided Highway: A highway with separated roadbeds for traffic in opposing directions.

Ee

Economic Forecasts: Decision makers must use economic data to identify trends and project into the future.

Elevation: A location's height above a fixed reference point, often measured from mean sea level.

Emergency Response: The goal is to respond to earthquakes, floods, fires, and other emergencies to restore the roadway to full service.

Emissions Fee: This is a fee based on levels of emissions.

Enterprise Zone: An area identified by a city, county, or state government that makes a business moving into the zone eligible for special tax considerations, financing, special access to bids on government contracts, or other benefits from the government. Governments create enterprise zones because they want to revitalize depressed areas.

Erosion: The carrying away or displacement of solids usually by the agents of current such as, wind, water, or ice by downward movements in response to gravity or living organisms.

Exit Number: This is a unique numbering system for freeways across California.

Ff

Facility Concept: General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Present Facility Concept: Defines the current built facility.

Twenty-Year Facility Concept: Defines the desired facility during the next twenty years.

Long-Range (Post Twenty-Year): Defines the facility that may ultimately be needed sometime beyond the twenty year planning horizon.

Farmlands: Rural agricultural areas.

Fatal-Plus-Injury Collision Actual: Contains specific data for collisions that are State highway related. Each collision record contains a ramp, intersection or highway post-mile address that ties it to the highway database.

Fatal-Plus-Injury Collision Average: The Statewide Average Accident Rate (SWA) is based on a rated segment. The accident-rating factor (ARF) indicates how the existing segment compares to other segments on the State Highway System. The ARF is a comparison of then segment's accident rate to the statewide average accident rate for roads of the same type and having similar characteristics. Accident severity as well as accident frequency is considered in calculating the ARF.

Fatal-Plus-Injury per Million Vehicle Miles: The fatality rate of those killed in vehicles plus the injury rate of those injured in vehicles.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway planning programs.

Federal Transit Administration (FTA): An agency of the US Department of Transportation that funds transit planning and deployment programs.

Federally Recognized Tribes: Those Native American Tribes recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Floodplain: is flat or nearly flat terrain adjacent to a stream or river that experiences occasional or periodic flooding.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freeway: A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access.

Freeway and Expressway System: The Statewide system of highways declared by the Legislature to be essential to the future development of California. This legislation was adopted in 1959.

Freeway Commercial: The land use definition applies to a diversity of retail sales and services, office, and auto-oriented uses surrounding the freeway interchange.

Functional Classification: Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

Gateway: A location where traffic was collected for the O & D study.

General Aviation: General aviation refers to all flights other than military and scheduled airline flights, both private and commercial.

General Issues: Description of segment concerns.

General Plans: A policy plan of acceptable land uses in each jurisdiction. Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current and long term.

Geometric Design: Geometric design is the arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, etc.

Goods Movement: The general term referring to the goods or produce transported by ship, plane, train, or truck.

Grade: As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

Hh

High Emphasis Routes: Routes that are characterized as being the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the state as a whole.

High Occupancy Vehicle (HOV): Term for multi-occupant highway vehicles such as buses, jitneys, vans and carpools.

High Priority (Demonstration): Provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress during reauthorization of the Federal Transportation Act.

High Priority Routes: Routes part of the NHS that are selected through Congress to be critical links in the transportation system.

Highway: Term applies to roads, streets, and parkways, and also includes right of way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Advisory Radio (HAR): An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation defined as Level-of-Service of transportation systems.

Highway Capacity Software (HCS): Implementing software tool designed to replicate procedures in the HCM.

Highway Planting: Vegetation placed for aesthetic, safety, environmental mitigation, or erosion control purposes, including necessary irrigation systems, inert materials, mulches and appurtenances.

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes.

Highway Trust Fund: Federal user fees on gasoline, etc. go into this fund. Used to reimburse states for Federal-aid projects.

Historic Highways Program: By application to Caltrans, a local agency or private group may designate and sign an area that was former U.S. Highway 99.

Hydrology: The study of the movement, distribution, and quality of water throughout the Earth.

Ii

IMPROVED LOS: This represents the LOS that will be achieved if identified capacity improvements are completed.

Incident: Any occurrence on a roadway that impedes the normal flow of traffic.

Incident Management: the activities of an organization to identify, analyze, and correct hazards.

Intactness: The integrity of visual order in the natural or built landscape, and the extent to which the landscape is free from visual encroachment.

Intelligent Transportation Systems (ITS): Use of transportation technology that enhances the safety and efficiency of vehicles and roadway systems.

Initial Site Assessment (ISA): are conducted to discover potential sources of hazardous wastes and potentially contaminated areas within and adjacent to existing and proposed Caltrans rights of way.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

Interchange Density: The average number of interchanges per mile, computed for 6 miles of freeway including the basic freeway segment.

Intermodal: The ability to connect, and make connections between modes of transportation.

Intermodal Corridor of Economic Significance (ICES): Significant National Highway System (NHS) Corridors that link intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: Federal transportation legislation signed into law in 1991 that substantially changed the way transportation funding decisions are made. The Act emphasized diversity, balance of modes, and the preservation of the existing system. It was superseded by TEA 21 in 1998.

Interregional Road System (IRRS): A series of interregional state highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus

improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Interstate 5 (I-5): The main Interstate highway on the West Coast of the United States paralleling the Pacific Ocean.

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

Jj

Kk

K-factor: The two-way peak hour percent of AADT.

Ll

Land Use: The human modification of natural environment or wilderness into built environment such as fields, pastures, and settlements.

Lane Width: The arithmetic mean of the lane widths of a roadway in one direction expressed in feet.

Level-of-Service (LOS): A rating using qualitative measures that characterize operational conditions within a traffic stream.

LOS AADT: Term used to describe the quality of traffic flow on a typical day on the facility.

LOS Peak: Term used to describe the quality of traffic flow on a peak day on the facility.

Level terrain: A combination of horizontal and vertical alignments that permits heavy vehicles to maintain approximately the same speed as passenger cars; this generally includes short grades of no more than 1 to 2 percent.

Lifeline Route: A route on the State Highway System that is deemed so critical to emergency response/life safety activities of a region or the state. It must remain open immediately following a major earthquake, or for which preplanning for detour and/or expeditious repair and reopening can guarantee the through movement of emergency equipment and supplies.

Local Street or Local Road: A street or road primarily for access to residences, businesses, or other abutting property.

Local Transportation Commission (LTC): A designated transportation planning agency for a county which is not within the jurisdiction of a statutorily created Regional Transportation Planning Agency or a Council of Governments. Along this route, Siskiyou and Tehama Counties have these commissions.

Location: Limits for the segment.

Long-Range Facility Concept: The facility that be ultimately needed beyond the Twenty-Year Facility Concept.

Mm

Maintenance Stations: Facilities used by Caltrans to maintain the highway year round.

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Median Barrier: The type of barrier present in the roadway.

Median Type: The type of divider present in the roadway.

Median Width: The arithmetic mean of the median widths of a roadway expressed in feet.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

Mitigation measures: Actions to reduce the impact of a project.

Mobility Improvement: The goal is to reduce congestion and restore productivity on the State Highway System.

Modal Options or Mode: Different types of transportation. Some examples include auto, bus, rail, airplane, and ship.

Mountain Summits: The height of a mountain is measured as the elevation of its summit above mean sea level.

Mountainous terrain: A combination of horizontal and vertical alignments causing heavy vehicles to operate at crawl speeds for significant distances or at frequent intervals.

Multimodal: The availability of transportation options using different modes within a system or corridor.

Multilane freeway: A highway with at least two for the exclusive use of traffic in each direction, with no partial or control of access, but they may have periodic interruptions to flow at signalized intersections no closer than 2 miles apart.

Nn

National Ambient Air Quality Standards (NAAQS): Standards established by the US EPA that apply for outdoor air throughout the country.

National Environmental Policy Act (NEPA): 1969 legislation requiring all Federal agencies to prepare an environmental impact statement evaluating proposed Federal actions which may significantly affect the environment.

National Forest Scenic Byway: A U.S. Forest Service byway designation which is recognized by Congress in the National Scenic Byways Program of the Federal Highway Administration.

National Highway System (NHS): ISTEA established a 155,000-mile NHS to provide an interconnected system of principle arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel.

National Network (NN) for Trucks: This network is comprised of the National System of Interstate and Defense Highways, examples are I-10, I-5, and I-80. The NN, Terminal Access, and Service Access routes together make up the "STAA Network."

National Scenic Byway: The U.S. Secretary of Transportation designated certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historical, natural, recreational, and scenic qualities.

Natural: existing in or formed by nature.

Natural Occurring Asbestos (NOA): Includes fibrous minerals found in certain rock formations. When airborne NOA is inhaled, these thin fibers irritate tissues and resist the body's natural defenses.

Nitrogen Dioxides (NO₂): It is one of the several nitrogen oxides that are products of high-compression internal combustion engines, power plants, and other large burners.

Nomlaki Highway: A designated portion of I-5 between the interchanges of Gyle Road and Flores Avenue for the Nomlaki Tribal Government.

Non-attainment: Areas with air quality levels that exceed the standard for specific pollutants.

Non-federally Recognized: Those Native American Tribes not recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Nonmotorized Transportation: Transportation that includes bicycle and pedestrian travel to permit the transport of people.

Northbound (NB): Moving towards the north.

Northern Sacramento Valley: This 46-mile region runs from Mountain Gate in Shasta County to Dunsmuir in Siskiyou County. Key issues in this region include: high percentage of truck traffic, no parallel links, limited detours (detours can exceed 115 miles), limited services, limited development, high Federal/State land ownership, sensitive environmental/cultural/historical locations, harsh winter conditions, portions of divided alignment with major differences in elevation and mostly mountainous terrain.

Number of Lanes: Amount of lanes on the freeway.

Oo

Operational Improvements: Improvements addressing deficiencies related to the flow and movement of traffic without expanding design capacity. Some examples include adding auxiliary and truck climbing lanes, ramp metering, and intelligent transportation systems.

Origin and Destination (O & D) Study: A study used often to understand travel patterns in an area.

Pp

Parallel or Connecting Routes: A local road auxiliary adjacent to an arterial highway for service to abutting property and adjacent areas and for control of access.

Paratransit: An alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically vans or mini-buses are used to provide paratransit service and often the service is for individuals with disabilities who are unable to use fixed route transportation systems.

Park and Ride Lot: Park and Ride lots provide a location for free parking for commuters.

Particulate Matter (PM₁₀): Mostly carbon particles much like soot; however, fine particles of dust, metals, asbestos and suspended droplets are also found. Produced by industry, motor vehicles and natural processes. Fugitive dust comes from such sources as agricultural tilling, construction, mining and quarrying, paved and unpaved road, and wind erosion.

Passing Lane: A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

Peak Hour: The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Peak Hour Factor: The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.

Peak Month: The average daily traffic for the month of the heaviest flow.

Posted Speed: A road speed limit is the maximum speed as allowed by law for road vehicles.

Postmile (PM): The mileage measured from the southern county line or from a beginning or a route. Each postmile along the route in a county is a unique location in the California State Highway System.

PrePass: A high speed weigh in motion technology used at the three weight stations on I-5 and enables registered heavy vehicles to legally bypass open weigh stations after electronic verification of their size, weight, registration, safety inspection, and other credentials.

Programming: Process of scheduling high-priority projects for development and implementation.

Project Initiation Documents (PIDs): Documents that identify in detail the cost, scope, and schedule of a project and provide the basic information necessary for better understanding the nature of the project. A PID must be completed for any project to be programmed.

Project Report: Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement.

Public Transportation Account(PTA): The purpose of the PTA is to promote the development of a public transportation infrastructure by providing funds to local and state transportation agencies primarily for transit (including bus and rail) purposes.

Qq

Qualitative: Descriptions based on quality rather than on quantity.

Queues: A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate of the front of the queue determines the average speed within the queue.

Rr

R: When a section of road is relocated, there is an R in front of a postmile.

Rail Freight: The transport of goods along railroads.

Ramp: A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

Ramp Metering: A traffic management strategy that utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of traffic entering a freeway corridor. This is to maximize the efficiency of the freeway and thereby minimize the total delay in the transportation corridor.

Redevelopment Agency: California State law allows local governments to establish Redevelopment Agencies. A Redevelopment Agency is established to define and address areas within the City that require redevelopment, due to blight, lack of affordable housing, and/or economic distress within a given geographic area.

Region: A broad geographic area distinguished by similar features.

Regional Blueprint Program: A state initiative that encourages regional agencies to seek input from the public and do a comprehensive visioning exercise set 20- to 40 years in the future.

Regional Improvement Program (RIP): Statutes of 1997, Chapter 622 (SB 45), established the Regional Improvement Program, which includes projects that are needed to improve transportation within the region. The projects may include, but are not limited to, improving State highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Only projects planned on State highways are to be included in this program.

Regional Transportation Plan (RTP): RTPs are mandated planning documents developed by MPOs and RTPAs in cooperation with Caltrans and other stakeholders. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding and propose investments.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation, and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities that preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Resolution: a written motion adopted by a deliberative body.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Ridesharing: Transportation system management (TSM) technique providing the systems and management to facilitate carpooling, vanpooling, and increasing transit usage.

Right of Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)

Roadside: A general term denoting the area adjoining the outer edge of the roadbed. Areas between the roadbeds of a divided highway may also be considered roadside.

Roadway: That portion of the freeway including the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Roadway Preservation: The goal is to keep the distressed roadway lane miles at a steady state.

Roadway Rehabilitation: Improving the roadway through grinding and replacing roadway surfacing, curb and gutter, storm water collection inlets, signs, and pavement markings.

Road Weather Information Systems (RWIS): This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a useable format to transportation system operators. This information can be provided for the traveling public.

Rolling terrain: A combination of horizontal and vertical alignments causing heavy vehicles to reduce their speed substantially below that of passenger cars but not to operate at crawl speeds for a significant amount of time.

Roundabouts: A road junction at which traffic streams circularly around a central island.

Route: 5.

Route Development Team (RDT): Internal Caltrans staff (mostly functional managers) providing information to the Project Manager.

Rural: An area with widely scattered development and a low density of housing and employment.

Ss

Sacramento River Canyon: This 46-mile region runs from Mountain Gate in Shasta County to Dunsmuir in Siskiyou County. Key issues in this region include: high percentage of truck traffic, no parallel links, limited detours (detours can exceed 115 miles), limited services, limited development, high Federal/State land ownership, sensitive environmental/cultural/historical locations, harsh winter conditions, portions of divided alignment with major differences in elevation, and mostly mountainous terrain.

Sales Tax Measures: In the California State Constitution and authorizes cities and counties to impose up to one percent additional local sales taxes for transportation if approved by the voters in the local jurisdiction.

Sandhouses: Storage facilities for abrasives and deicers.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): In August 2005, the president signed this act authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Safety Roadside Rest: A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

Section 4(f): This act stipulated that the FHWA and other DOT agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless there is no feasible and prudent alternative use of land and the action includes all possible planning to minimize harm to the property resulting from use.

Segment: A portion of highway identified for analysis that is homogenous in nature.

Segment #: A specific route/county/number for each segment.

Segment Description: Provides the starting and ending locations for a segment. Usually a segment breaks at a county line, interchange, structure, or change in number of travel lanes.

Segment Improvements: List of upgrades that could be made to a specific segment.

Seismic: Caused by an earthquake or earth vibration.

Shasta Valley: This 43-mile region runs from Dunsmuir in Siskiyou County to Yreka in Siskiyou County. Key issues in this region include: high percentage of truck traffic, a steep summit at Black Butte, harsh winter conditions, high winds conditions and widely varying types of terrain.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Inside Shoulder: Left hand side of roadway with solid line.

Outside Shoulder: Right hand side of roadway with solid line.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

Signed HAR: Signed for the Highway Advisory radio.

Siskiyou Mountains: This 18-mile region runs from Yreka in Siskiyou County to the California/Oregon Border. Key issues with this region include: high percentage of truck traffic, limited detours, limited services, limited development, harsh winter conditions, high winds, steep grades and a combination of mountainous and rolling terrain.

Siskiyou Mountains: This 18-mile region runs from Yreka in Siskiyou County to the California/Oregon Border. Key issues with this region include: high percentage of truck traffic, limited detours, limited services, limited development, harsh winter

conditions, high winds, steep grades and a combination of mountainous and rolling terrain.

Socio-economics: The study of the relationship between economic activity and social life.

Southbound (SB): Moving towards the south.

Stakeholders: In transportation, stakeholders include FHWA, CTC, RTPAs and Transportation Commissions, transportation departments, cities and counties, Native American Tribal Governments, economic development, business interests, resource agencies, transportation interest groups, the public, and the Legislature.

State Highway Operation and Protection Program (SHOPP): A four-year program limited to projects related to state highway safety and rehabilitation.

State Highway System: The intent of this state legislation was to identify a set of routes in the state that serve the heavily traveled rural and urban corridors, connect the communities and regions, and support the economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

State Implementation Plan (SIP): Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

State Routes: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for development over the upcoming five years.

Strategic Highway Network (STRAHNET): A network of highways important to the United States strategic defense policy and which provides defense access, continuity, and emergency capabilities for the movement of personnel, materials and equipment in both peace time and war time.

Surface Transportation Assistance Act Network (STAA): The National Network (NN), Terminal Access (TA) and Service Access Route make up this network. These routes allow STAA trucks.

Surface Transportation Assistance Act (STAA) Trucks: This act required states to allow larger trucks on the National Network (NN) which is comprised of the Interstate State plus the non-Interstate System Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KRPA) distance, (3) unlimited length for both vehicle combinations, and (3) width up to 102 inches.

State Highway Account (SHA): The State Highway Account is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction,

maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports.

Tt

Telecommuting: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (telephones, personal computers, modems, facsimile machines, electronic mail, etc.)

Terminal Access (TA) Routes: Terminal Access routes are portions of State routes, local roads that can accommodate STAA trucks. TA route allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Terrain: The surface features of an area of land; topography. In capacity analysis, classification falls into one of three categories: flat, rolling, or mountainous. The terms "terrain" and "grade" are not interchangeable (see "Grade").

Flat: The land surrounding the highway is level or nearly level. The most typical example of flat terrain is a valley.

Rolling: Land in the vicinity of the highway is composed of low hills, dips and rolls, or other types of undulations. Rolling terrain is found in many locations, including the foothills surrounding the Central Valley of California.

Mountainous: Terrain with extensive, steep slopes (often in excess of 6 percent) that may rise sharply on one side of the highway while dropping away rapidly on the other.

Three C Process (3C): "Continuing, cooperative and comprehensive" planning process. Required of metropolitan planning organizations (MPOs) as a condition for receiving federal capital or operation assistance.

Toll Roads: Sum levied on users of certain roads, canals, bridges, tunnels, and other such travel and transportation infrastructure, primarily to pay for construction and maintenance.

Topography: The surface features of the land that a highway passes through (i.e. the topographic features of the surrounding land).

Traffic Count Stations: There are three types of traffic count stations on the highway:

Control stations: Counted in one-hour intervals by direction.

Profile counts: Obtained on conventional highways and expressways got one to seven days in order to determine the number of vehicles at points of significant change.

Classification counts: Generally collected at control station sites or at locations or significant truck traffic.

Traffic Noise: The level of highway traffic noise depends on three things: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks.

Traffic Projections: Estimates of future traffic growth.

Traffic Accident Surveillance and Analysis System (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accidents data codes or any combinations of these.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

Traffic Impact Fees: One-time fees typically paid when a building permit is issued and paid to development projects to local agencies responsible for regulating land use (cities and counties) to mitigate their traffic impacts.

Traffic Monitoring Stations (TMS): Stations are electronic devices that are installed along the freeway to monitor traffic conditions on a freeways segment. The real-time data that the monitoring stations collect are the traffic volumes and occupancy. This data is then used for incident detection, ramp metering control, and the data collections/analysis through the Central Management Applications for efficient incident response.

Traffic Signal: A traffic control device regulating the flow of traffic with green, yellow and red phases.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

Transportation Demand Management (TDM): "Demand-based" techniques for reducing traffic congestion, such as telecommuting, ridesharing programs, and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Enhancement: A competitive grant funded program to fund environmental and alternative transportation projects that enhance the system.

Transportation Equity Act for the 21st Century (TEA21): Federal legislation enacted June 9, 1998, as Public Law 105-178. TEA-21 authorizes the Federal Surface Transportation Programs (FSTP) for highways, highway safety, and transit for the 6-year period from 1998-2003. This legislation superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), but maintained its basic structure and built on its key initiatives.

Transportation Management Center (TMC): A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures, and emergency notification is relayed to travelers.

Transportation Permits: The California Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained on Division 15 of the California Vehicle Code. Requests for such special permits requires the completion of an application for a Transportation Permit from the office Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

Travel Demand Model: A software tool used to predict future demand for transportation demand and services.

Traveler Information Systems: Another name for Intelligent Transportation Systems (ITS).

Truck Climbing Lane: Additional lanes added to improve traffic movement around slow moving vehicles on a grade.

Truck Escape Ramp: A long, gravel filled lane adjacent to the highway that enables vehicles that are having braking problems to safely stop.

Typical Section: Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths, and drainage systems.

Uu

UNIMPROVED LOS: This represents the unimproved LOS if not capacity projects were undertaken.

United States (US) Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and other.

United States (US) Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Unity: The degree to which the visual resource of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.

Unsignalized intersections: An intersection not controlled by traffic signals.

Urban: An area typified by high densities of development or concentrations of population, drawing people from several areas of the region.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

Vehicle Miles Traveled (VMT) Fee: This fee is based on the number of miles driven and is used to generate revenue.

Video Imaging Processing System (VIPs): Images of real-time traffic are portrayed on a screen.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided.

Visual Assessment: An assessment to look at impacts to the scenery.

Vividness: The memorability of the visual impression received from contrasting intrinsic elements they combine to form a striking and distinctive visual pattern.

Volume: The number of vehicles passing a given point during a specified period of time.

Ww

Water Quality: The physical, chemical, and biological characteristics of water in relationship to a set of standards.

Weaving: The crossing of two or more traffic streams traveling in the same direction along a significant length of the highway, without the aid of traffic control devices.

Weaving Section: A length of roadway over which traffic streams cross paths through lane-changing maneuvers, at one end of which two one-way roadways merge and at the other end of which they separate.

Weigh Stations: Weigh stations (also called "truck scales") are where commercial trucks stop to get weighed and inspected.

Weigh-in Motion (WIM): Technology that determines a vehicle's weight without requiring it to stop on a scale.

Xx

Yy

Zz